Full-dress touring comparison

CYCLE GUIDE

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HARLEY-DAVIDSON FLTC:
American Classic

MAY 1986
$1.75

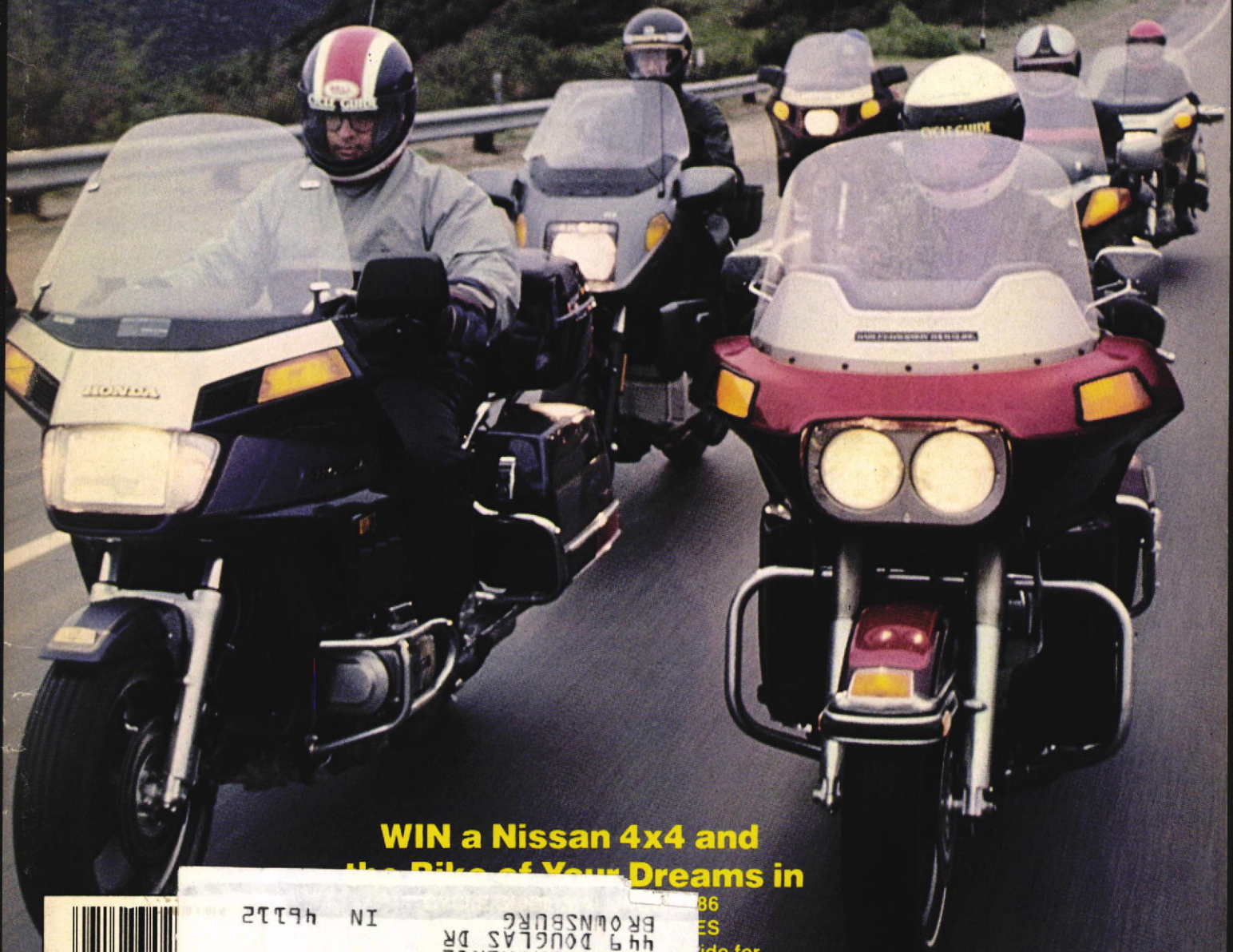
HONDA ASPENCADE:
Gold Standard

KAWASAKI VOYAGER:
Six-drawer Dresser

BMW K100RT:
Alpine Meister

SUZUKI CALVACADE:
Two-up Turnkey

YAMAHA VENTURE:
Highway Hot-rod



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the Bike of Your Dreams in

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ON THE COVER: Full-boat touring makes a splash on the landscape. As six land yachts thunder toward a cloud-covered horizon, the question becomes, "Which one rains supreme?" For the solution, sea page 24.

Contents

VOL. 20 NO. 5 MAY 1986

TOURERS ON PARADE

22 CLASH OF THE TITANS *setting the field*—**by Marc Cook**
24 SIX ON THE ROAD *Charles Kuralt never had it so good*—**by Marc Cook**
37 BACK-SEAT TOURING *never turn your back on a passenger* —**by Andrea King**

FEATURES

67 RIDING IMPRESSION: KAWASAKI CONCOURS *touring's alternative lifestyle*—**by David Dewhurst**
70 KAWASAKI DESIGN PROJECT 839 *Just a glimmer in its father's eye . . .* —**by Don Fuller**
79 FULL-DRESS SPORT-TOURING *full-dress as a state of mind* —**by Bill Wolf**

PRODUCT EVALUATIONS

85 HELMET SOUND *now hear this*—**by Jerry Smith**
88 HARLEY-DAVIDSON BOOTS *keeping dry, the grown-up way* —**by Jim Miller**

GUIDE LINES

41 COMING SOON *Hog meets Buell, boxing with the French*
52 RUMORS *turbos turn up again; two for the track, one for the highway*
54 RIDE/REPORT: HONDA VFR750F INTERCEPTOR *this time it runs* —**by Marc Cook**

OFF-ROAD

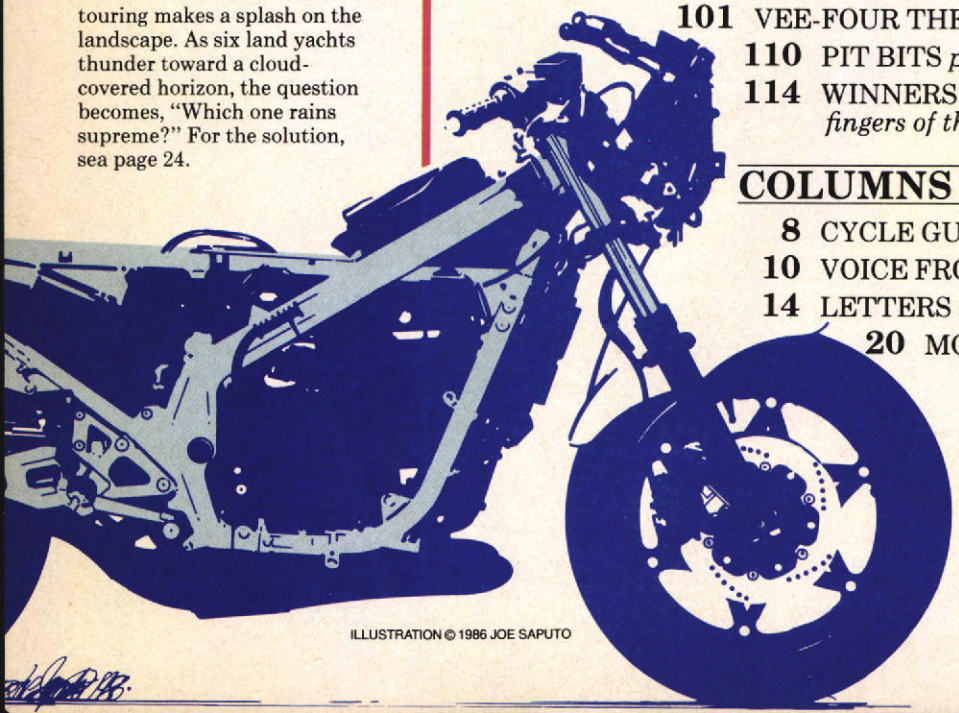
91 INSIDE LINES *RJ breaks the spell and the O-show in need*
92 PRODUCT EVALUATION: GEAR MOTOCROSS PANTS *gearing up for the race*—**by Dain Gingerelli**
94 TEST: YAMAHA TT350 *fun for all*—**by David Dewhurst**

SPORT LINES

101 VEE-FOUR THE SEASON *a new angle on GP hardware*
110 PIT BITS *paddock patter*
114 WINNERS AND LOSERS *slipping through the fingers of the good hands people*

COLUMNS & DEPTS

8 CYCLE GUIDE'S CYCLE GUIDE *perfect figures*
10 VOICE FROM THE WILDERNESS *scooter trash*
14 LETTERS *if you can read this*
20 MOTOMART . . . *or best offer*



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QUOTE: "I don't think it will be solved until even lawyers can't get liability insurance, either." **—Pg. 113**

INTRODUCING THE VS1.

INTRODUCING THE VS1.

Lazer's lighting the way in new helmet technologies, and the proof's on this page! Check out the VS1, a modular helmet that meets or exceeds domestic and international safety standards. This revolutionary helmet offers both open and full-face options: the fully vented chin bar firmly interlocks with the main shell, and yet is easily removable with a screwdriver. This unusual design innovation makes the VS1 as strong as a full face, and much safer than "add-on" type helmets. Additional VS1 features include: • ultra-lightweight Ronfalin® TX-60 construction (for strength and solvent resistance) • long, vented, peaked visor • luxurious terry velour interior • quick-release buckle • unique venting system for cool riding • modern design and graphics! Available in sizes XS to XL, and in black, white, red, blue and yellow.

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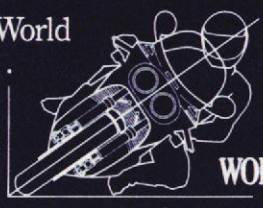

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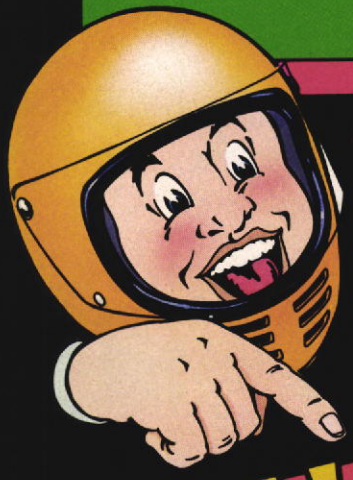
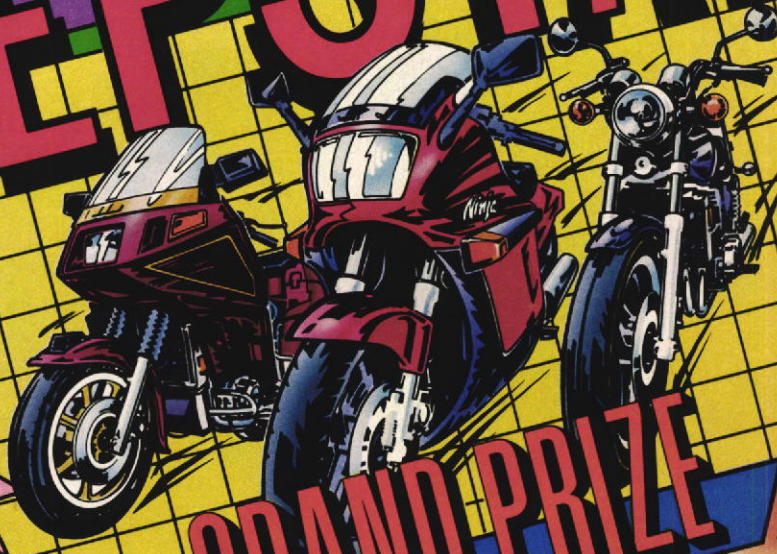


ENTER KAWASAKI'S SENSATIONAL SWEEPSTAKES

SWEEPSTAK



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CYCLE GUIDE'S CYCLE GUIDE

Cycle Guide's catalog of recent test hardware—no brag, just fact

OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.C	311	N/A	5
Honda ATC350X-'85	September '85	ATV	Four-stroke	8.0/7.0	324	23.0/1.4	6
Honda FourTrax 4x4-'86	Nov./Dec. '85	ATV	Four-stroke	4.1/4.6	570	3.0/0.5	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'86	February '86	Motocross	Two-stroke	11.7/12.0	221	27.5/4.41	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR600R-'85	October '85	Desert	Four-stroke	10.9/11.4	284	28.0/4.65	5
Husqvarna 250WRX-'85	August '85	Enduro	Two-stroke	11.8/12.5	239	27.0/4.72	6
Husqvarna 430 Auto-'86	March '86	Enduro	Two-stroke	10.7/11.5	245	27.0/4.72	3
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KDX200-'86	March '86	Enduro	Two-stroke	10.1/10.7	225	26.5/5.31	6
Kawasaki KX125-'86	January '86	Motocross	Two-stroke	11.2/12.6	201	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
Suzuki Quadracer 250-'85	May '85	ATV	Two-stroke	7.2/8.1	326	N/A	5
Suzuki RM125-'85	May '85	Motocross	Two-stroke	11.4/11.8	202	29.0/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha TT350-'86	May '86	Trail	Four-stroke	10.4/9.3	261	27.5/4.53	6
Yamaha TT600-'85	October '85	Trail	Four-stroke	11.3/10.7	283	28.0/4.65	5
Yamaha TY350-'85	July '85	Trials	Two-stroke	6.5/4.8	193	23.0/1.93	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'86	April '86	Motocross	Two-stroke	11.7/12.0	225	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW K100-'86	March '86	4I/G	987.2	12.412/108.82	122	506	35–46	139
BMW K100RT-'86	May '86	4I/G	987.2	13.255/98.90	130	595	39–44	124
BMW R80-'85	September '85	2C/G	782.5	13.357/98.36	114	439	37–52	148
Cagiva Alazzurra 650 SS-'86	February '86	90 deg. 2D/F	649.6	12.982/99.18	113	432	34–49	135
H-D FLTC Tour Glide-'86	May '86	45 deg. 2D/H	1337.7	14.378/90.00	107	748	39–48	141
H-D FXRS Low Rider Sport-'86	Nov./Dec. '85	45 deg. 2D/F	1337.7	13.654/96.25	115	592	31–50	132
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D XLH 883 Sportster-'86	September '85	45 deg. 2D/F	882.9	14.045/92.40	106	467	37–67	131
Honda Gold Wing Aspencade.-'86	May '86	4C/G	1181.9	13.590/96.56	148	761	32–48	120
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda NS250R-'85	May '85	90 deg. 2D/F††	249.3	13.091/101.58	121	339	27–38	135
Honda NS400R-'85	October '85	90 deg. 3D/F††	387.4	12.324/108.69	125	392	25–45	135
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700C Magna-'85	August '85	90 deg. 4D/G	698.9	12.390/108.82	128	520	34–47	131
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF1000R-'85	July '85	90 deg. 4D/F	998.4	11.308/121.78	149	578	20–42	135
Honda VT1100C Shadow-'85	June '85	45 deg. 2D/G	1099.2	13.022/100.33	112	560	33–44	127
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki 454 LTD-'85	September '85	2A/H	454.1	13.386/97.08	102	427	37–53	125
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750 turbo-'85	Nov./Dec. '85	4A/F	739.0	11.441/118.89	141	532	40–54	135
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Kawasaki Ninja-'85	August '85	4A/F	908.2	11.175/123.79	151	535	32–41	131
Kawasaki Ninja 1000R-'86	January '86	4A/F	997.8	10.994/125.69	162	564	33–44	118
Kawasaki Voyager-'86	May '86	6A/G	1286.1	13.240/99.44	119	878	32–39	142
Suzuki GS550ES-'85	May '85	4A/F	572.3	12.551/106.50	119	447	33–48	133
Suzuki GSX-R750-'86	April '86	4A/F	749.7	11.566/116.42	142	437	30–47	136
Suzuki GS1150E-'85	June '85	4A/F	1135.4	11.032/121.78	146	529	30–55	138
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Suzuki GV1400GD Cavalcade LX-'86	May '86	82 deg. 4D/G	1360.4	12.881/101.12	115	806	32–43	155
Suzuki RG500 Gamma-'85	October '85	Square-Four/F††	498.5	11.991/113.20	N/A	374	22–42	134
Suzuki VS700GLF Intruder-'85	July '85	2D/G	699.7	12.998/101.01	112	442	44–63	132
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	147	543	30–47	138
Yamaha FZ750-'86	March '86	45 deg. 4A/F	749.6	11.383/118.26	145	494	37–45	127
Yamaha RZV500R-'84	October '85	4D/F††	499.7	12.409/107.52	134	422	25–53	147
Yamaha Venture Royale-'86	May '86	70 deg. 4D/G	1294.0	12.998/101.01	136	784	39–44	143
Yamaha V-Max-'85	May '85	70 deg. 4D/G	1197.6	10.922/127.47	151	596	23–32	137
Yamaha XV700 Virago-'86	March '86	75 deg. 2D/G	699.2	13.686/96.46	104†	489	39–48	130
Yamaha XV1000 Virago-'85	October '85	75 deg. 2D/G	981.0	12.993/101.59	111	507	33–47	132

*A-Transverse, B-Vertical (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, F-Chain Final Drive, G-Shaft Final Drive, H-Belt Final Drive, I-Horizontal Longitudinal; † indicates a calculated top speed; †† indicates a two-stroke engine

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Voice From The Wilderness

Quo Vadis?

Big Boom, Big Bang, Big Whimper.

• We who share the generic label "Cycle Trash" often like to regard ourselves as endangered species.

The genus Cycle Trash comprises numerous species, from the black shirted bad-ass to the pin-striped business-suiter. Whatever our ecological niche within the fellowship we have things in common, among which, if we'll admit it, is a certain desperado self-image.

It is not entirely a conceit. Many of us may be Walter Mittys who ride with the brio of Aunt Em in her Studebaker, but others charge about like Freddie Spencer. In fact one of us is Freddie Spencer. Some of Fast Fred's lesser imitators will fulfill their fantasies with their Sidis on, while the drum bangs slowly and the fifes play lowly on the streets of Laredo or Mulholland Drive. Greater numbers of Mittys will suddenly appear like bugs on the grilles of Buicks.

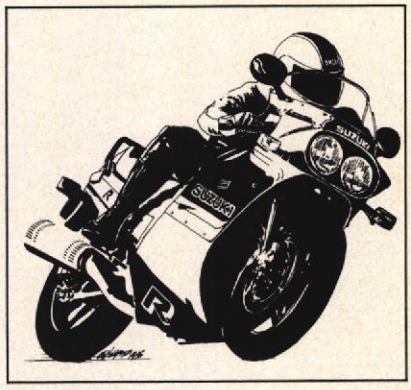
But most of us will survive our heedless youth and the menace of deaf, dumb and blind motorists, to die peacefully in bed many years down the road. This is not, however, the upside of today's sermon.

Live though we will to ripe old age, we Cycle Trash are still an endangered species—endangered by the comparative sterility of the loins we love to straddle our favorite steeds. Our tribe is decreasing, not by the warrior's path but by attrition. We aren't replacing ourselves at the rate our parents created us. Hence the subhead at the top of the page. We're going not with a bang but a whimper.

We began with a boom. The Baby Boom.

Which commenced, I learned recently on NBC's "Today" show, one second after midnight Jan. 1, 1946. The first boomer is now a 40-year-old woman who does not ride a motorcycle. Seconds later, the first of the Cycle Trash came screaming into the world, and a corresponding boom in the motorcycle business and its allied industries was born.

Because there were so many of us, and because our parents wanted to bestow on us the blessings of leisure and recreation their Depression generation didn't have, we fueled a motorcycle industry that took the state of the art beyond utility, into realms of performance and appearance that offered a



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form or a function for the most self-indulgent taste.

But it didn't last forever. We have a hard date for the beginning of the Boom, but none yet for its end. I submit that it ground to a halt at 11:59.59 p.m. on Dec. 31, 1955. This is based on the thesis that no kid who missed the year James Dean died, rock 'n' roll was born, and the '55 Chevy ruled the drive-ins, knows where I live.

So the first of the Baby Boomers who created the motorcycle boom are 40 and the last are into their 30s, and sadly, some of us aren't riding bikes anymore. This alone has cut into the motorcycling industry, but beyond this our kids, who have reached 16, are showing an alarming tendency to buy scooters like Sprees and Rivas and buzz around in the bicycle lanes looking like Grace Jones or Devo.

While I applaud the impulse to buy Junior—or let him buy himself—half as many wheels as the 930 Turbos you see so many college brats driving, I'm alarmed by the manifestations of chic that go with them. If today's scooterists are tomorrow's cyclists—and my next devoted fans— I'd like to see them survive this period with their brains and hide intact.

Which means something tougher than butch-wax for head protection, proper trousers and boots rather than, you should pardon the expression, drop-dead fashions out of the Esprit catalog. But above all, I'd like to see them quit weaving in and out of pedestrian and vehicular traffic as though all the exemptions in the world, and none of the laws, applied to them. I've seen bicyclists do it—to their ultimate sorrow—and skateboarders the same. Too many scooterists display vehicular schizophrenia—turning from scooterist, to skateboarder, to bicyclist to pedestrian, as suits their whim and traffic conditions.

Bad idea, folks. A great way to wind up flattened like Frisbee the Cat or despised by car drivers.

If any of this sounds plausible to you, don't just share it with your buddies at the bike shop. They already know what a hell of a visionary this Smith guy is: The rest of the world needs to receive The Word.

There is missionary work to be done before we go the way of L. Ron and the Scientologists. Some of it can be done in the missionary position: Get in there and plant a crop of young Cycle Trash. Other work must be done from the pulpit, the podium, the lectern—forums such as this soapbox right here in CYCLE GUIDE. We've got to quit preaching to the choir and start converting the heathen. Beginning with the fruit of our own loins:

If you're going ride a bike, treat it like a real one, not a toy. Take it seriously and learn to do it right. Dress for success, and survival, from helmet to gloves to boots. The joys of motorcycling are addictive: You and I know this. Some are blunt and brutal and comprehensible as a thump behind the ear with a tire-iron. Others are subtle but seductive. Like the old dope-peddler of Tom Lehrer's ditty, we've got to "give the kids free samples, because we know full well, that today's young innocent faces, will be tomorrow's clientele."

This, brothers and sisters, is the duty of us all but the special responsibility of the enthusiast press. Implicit therein is criticism of that press, including this organ. We've got to reach out and touch someone new. Give 'em rock 'n' roll and motorcycles. Give 'em T & A and motorcycles. Granola and brown rice and motorcycles. Haute couture and motorcycles. Whatever it takes to get them into church. . . . Then hit them with the gospel.

Procreation is a long-term fix: five minutes plus nine months plus 16 years before the apprentice hits the road. The shortcut to numbers is converts. Numbers equal power. The survival of the species. And a bimonthly check for me.

—Jeff Smith

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The Best-Selling Arai SuperVent.

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The DOHC liquid-cooled 90-degree V-4 engine delivers 68 horsepower† at 11,500 rpm. It's definitely got the power.

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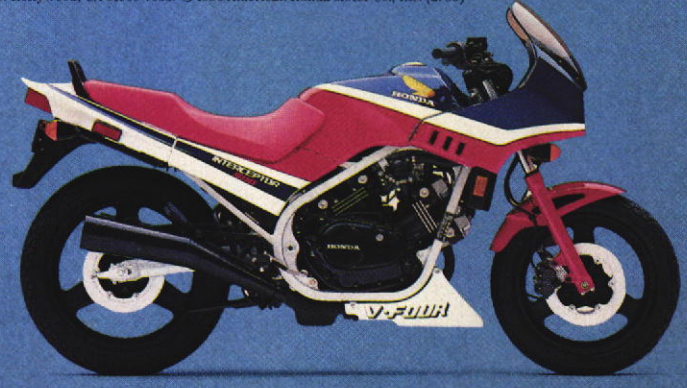
That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy. Doing the right things makes riding a lot safer. And more fun.

The 500 Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. †SAE net taken at the crankshaft. California version differs slightly due to emissions equipment. Interceptor and Pro-Link are Honda trademarks. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 198, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1986 American Honda Motor Co., Inc. (2/86)



HONDA MOTORCYCLES

FOLLOW THE LEADER

LETTERS *Now are the letters.*

FOREIGN CORRESPONDENCE NO. 1

Dear Sir. My name is Krzysiek. O have now every your hobby? My hobby is colectow catalogues and emblems firm the world over very please!

Send me emblemus prospektus or catalogues yours underalwing.

Thank you werymach!

Bielawski Krzysztof
Bialystok, Polish

So much are coming of you with emblemus or prospektus. Hello very much—ed.

FOREIGN CORRESPONDENCE NO. 2

Dear Firm! My name is: Andrzej Sielawko. Iam sixstens yearsold my hobby is collciton of prospects and lables. Yowdear firm to please me send prospets and lables of yourk firm. Best gretings.

Andrzej Sielawko
Wojisuwalk, Poland

WE'LL ALL HANG TOGETHER

Perhaps my ignorance is showing, but could someone tell me why roadracers insist on hanging off to the inside of their bikes when going around corners? Twenty years ago when I was racing in Texas, we tried our best to look like John Surtees, who sat up straight.

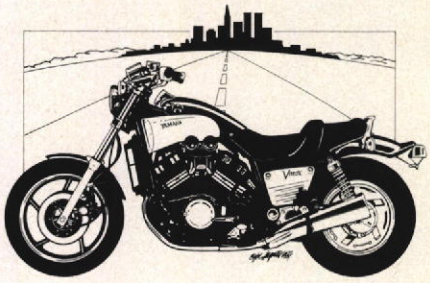
Bill Goodsell
Jacksonville, Arizona

Today more riders lean toward looking like Kenny Roberts than John Surtees—ed.

IMAGE PROBLEM

I'm writing in regards to your January 1986 cover with Mr. Fortney riding that nice-looking Harley FLTC.

There's no doubt in my mind that Mr. Fortney was indeed riding the FLTC, but I question the fact that he was on



that piece of road when Mr. Dewhurst "caught the image." Is this a bit of trick artwork? Was Mr. Fortney placed there by a mad film developer?

Wayne Johnson
Fort McMurray, Alberta
Canada

Actually, Dewhurst caught two images for the shot. And the developer wasn't mad—he got paid overtime for the job—ed.

SIMPLY STATED

I just read Jeff Smith's March 1986 editorial, "Reductio Ad Essentium." In line with this piece, I thought I'd send in a quotation I found taped to a Tech-Speak Complexo Mark XVI I recently worked on: "Perfection is obtained not when there is nothing left to add, but when there is nothing left to take away."

Terry McKinney
Winston-Salem, North Carolina

HIT THE *RIGHT* ROAD, JACK

In regards to the photo caption on page 39 of the March 1986 issue: You guys ought to get out of California more often, or at least open up an atlas now

LETTERS

and then. I-40 runs a little south of Indiana. U.S. 40 does run across Indiana, but to Terre Haute, not *Terra* Haute.

J.F. York
Columbus, Indiana

That's funny . . . lately lots of people have been asking us to get out of California more often—ed.

NEGATIVE REACTION

I was reading an article in the March 1986 issue of CYCLE GUIDE when I noticed a problem with the picture of the KDX200 on page 82.

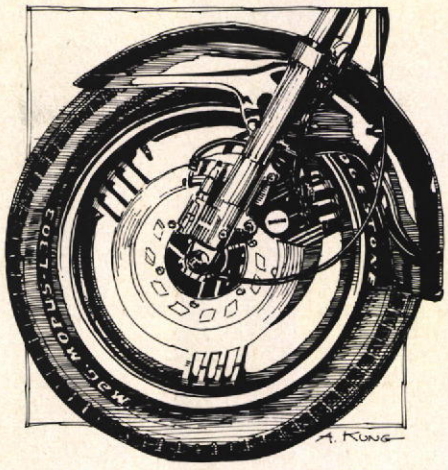
It appears the negative was printed backwards because the picture showed the KDX200 with the kickstarter, rear brake lever and clutch cable all on the left side.

Ron Livingston
Littleton, Colorado

Apparently the guys at the photo lab flipped over Kawasaki's KDX200—ed.

CALIFORNIA WHINES

You guys finally got what you've been asking for with the GSX-R1100. Perhaps your years of begging and whining paid off. So how about getting started on



a bike for the rest of us?

What we need is this: A 250-pound, five-valve, fuel-injected, supercharged 750cc single that produces 100 horsepower. Get the people who did the GSX-R to make this bike handle, get the people who styled the Intruder to render it in neo-Velocette, throw in lots of carbon fiber, aluminum, ceramics and lanthides, and maybe it'll end up under 200 pounds. In that case I'll not only sell my car, I'll even sell my speedway bike to buy one.

So please get on with your whining so we can all have one by 1988 or so.

Bob Elswick
Santa Monica, California

A man of simple tastes, aren't you, Elswick?—ed.

DOWN THE COAST HIGHWAY

You guys are amazing. I thought something was missing in your VFR750 article (March 1986), and now I'm sure.

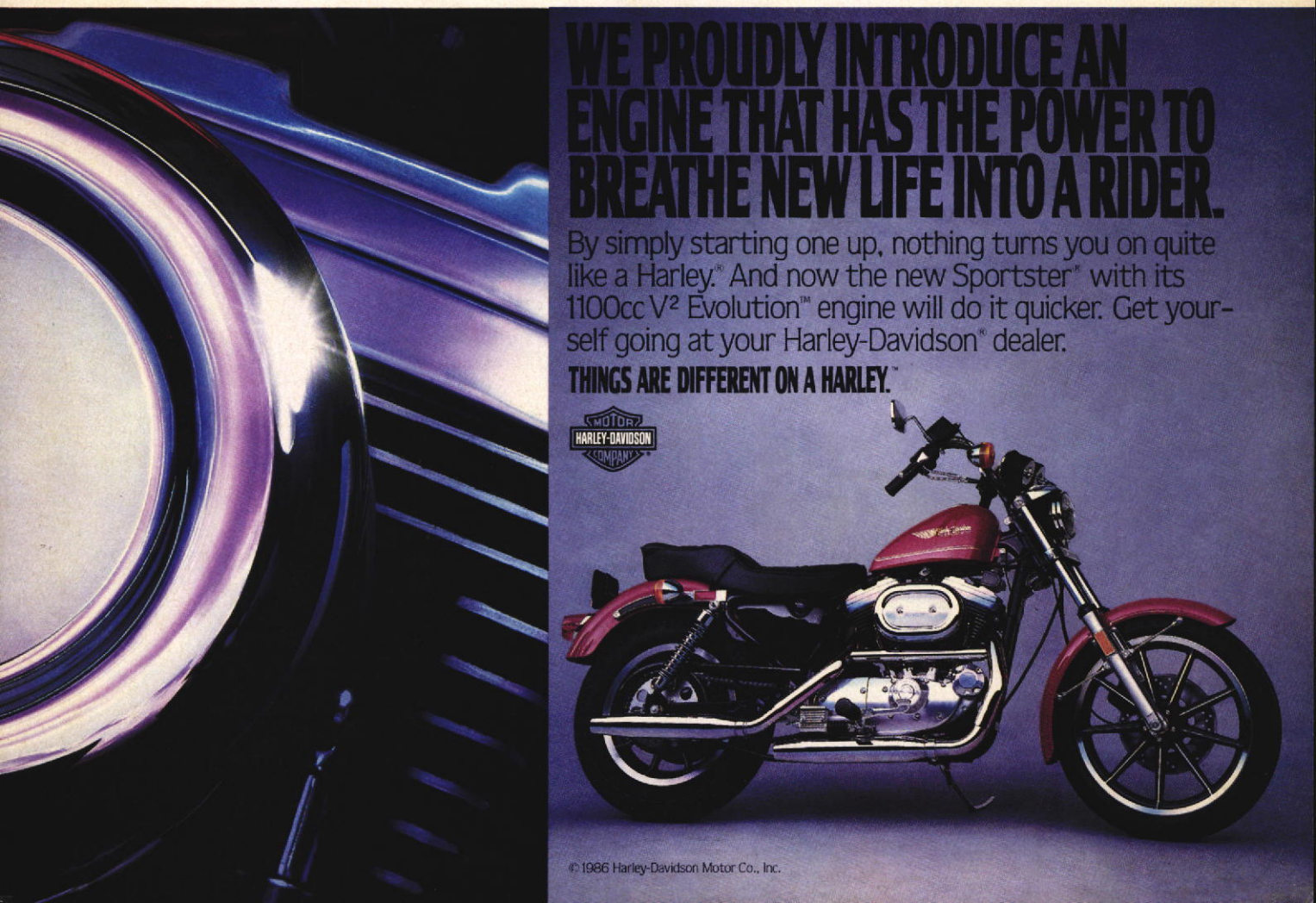
Coasting the bike downhill to make it appear it was running worked so well, I'm surprised you didn't consider pushing it off a cliff to make it look like it could fly, too.

Skip Ruff
Taft, California

Wait until you see the road test—ed.

FEEDING FRENZY

My respect to you for having the courage to print something truthful about three-wheelers' safety, stability and rideability (Guest Editorial, February 1986). People with knowledge of this have a responsibility to share it. By knowledgeable people I particularly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LETTERS

mean successful motorcycle, car and three-wheeler racers whose lives depend on understanding and applying the principles of dynamics, handling and control.

No, I don't have a three-wheeler case, but I wish I did. More than anything I feel sorry for the parent or newcomer who buys a three-wheeler because he thinks it's "safer" than a two-wheeler.

Michael L. Shoen
Law Offices
Paradise Valley, Arizona

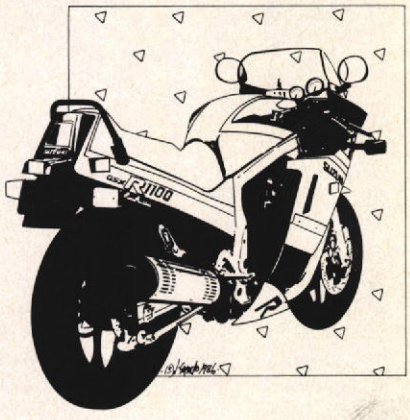
. . . or who winds up turning to a lawyer, hoping for protection from his own stupidity—ed.

THAI'ED UP IN TRAFFIC

Having been a resident of Southeast Asia for some years, and of Thailand for the last three and a half, I read with interest Barry Coleman's narrative of Malcolm Forbes' tour of the region (January 1986).

While there is an abundance of sheer stupidity on the streets, there's also a definite lack of riding/driving talent. Unofficially, up to 10 per cent of Bangkok's motorcycling population is involved in serious motorcycle accidents in any given year. South Americans are crazy on the street, too, but they manage to produce riders and drivers like Johnny Cecotto, Ayrton Senna and Nelson Piquet to name a few. Where are their Southeast Asian equivalents?

I'm not sure Coleman's given reason for the banning of full-face helmets in Malaysia is right. In this region, messenger boys on motorcycles perform many commercial duties, including banking, and leave their helmets on as they go about their chores. Local legend says nervous authorities didn't relish the thought of Bell-encased, dark-visored messenger boys queueing up at the local bank. I'm afraid it will be a long time before sophisticated terms like "peripheral vision" are heard in the halls of government around here.



Mark Kovalevsky
Bangkok, Thailand

55 CLUB A HIT

I like motorcycles, but I make my living driving a truck. The faster I go, the more money I make, and I see nothing wrong with driving 65 or 70. If a person can control a vehicle at 55, he can do it at 65, too.

If the 55 Club finds it dangerous to drive at 65, its members probably have a very low skill level and would probably be unable to avoid an accident at 45.

Anyway, I hope to run into some of you soon.

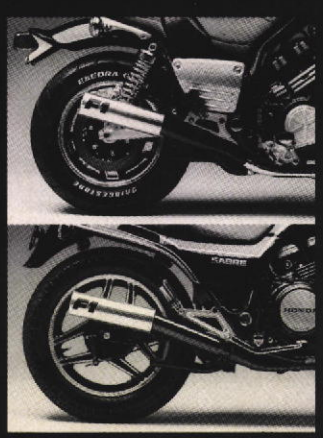
Glenn Snyder
Bartlesville, Oklahoma

Your letter could have a lot of impact on the pro-55 movement, Snyder—ed.

LOOKS FAST.

From $129.95 a pair

F1



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When we introduced F1's to the public back in the fall of '83, the first cannister style slip-on muffler was born.

With the bikes of today having such lightning power and speed, we tackled the exhaust market a little differently. Give the customer that race bike style, good mellow sound, no rejetting and easy installation. Most of all at a modest price. At $129.95, F1's are the lowest priced mufflers on the market. V-Max and Magna's at $179.95. Ascots only $70.00.

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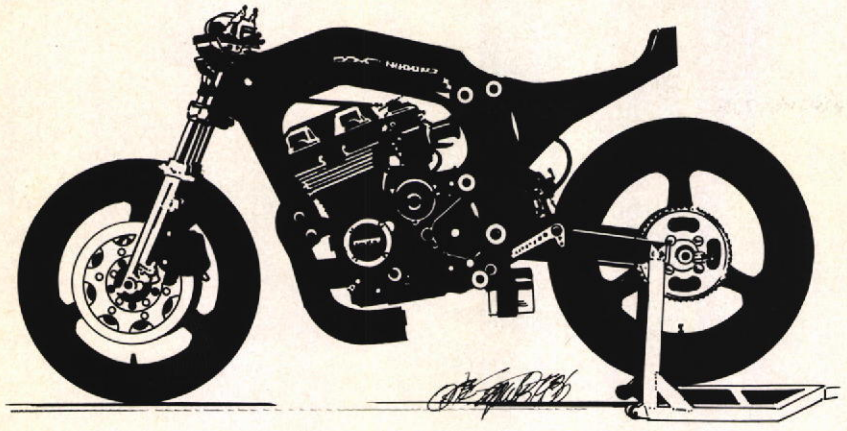
LETTERS



THINK FAST

I just finished reading Jerry Smith's article tossing rocks back at those who would turn the clock back (Guest Editorial, March 1986). I thought it was a rousing bit of support for today's technology, and in principle, I certainly agree.

But there's no getting around the hard fact that our industry may have paid a dear price for the privilege of being able to buy a 160-mph motorcycle off the floor—not everyone who can ride these supersleds has a 160-mph brain!

I don't know the answer, but I believe we do need a different product mix, and perhaps some institutional advertising to attract new buyers. We can't simply continue to cater to riders who are already hooked, too many of whom are getting too old—and too slow—for the rockets of today.

Sure, there are plenty of very good choices out there for the first-time guy, but lots of those who buy motorcycles want the latest, greatest thing, and if they can't afford it, or are intimidated by it, they just drop out.

But I belong to the "things are rarely as bad as they seem" club and I feel confident that the major companies in the business understand the problem and are working hard on solutions. After all, pendulums almost always swing to extremes.

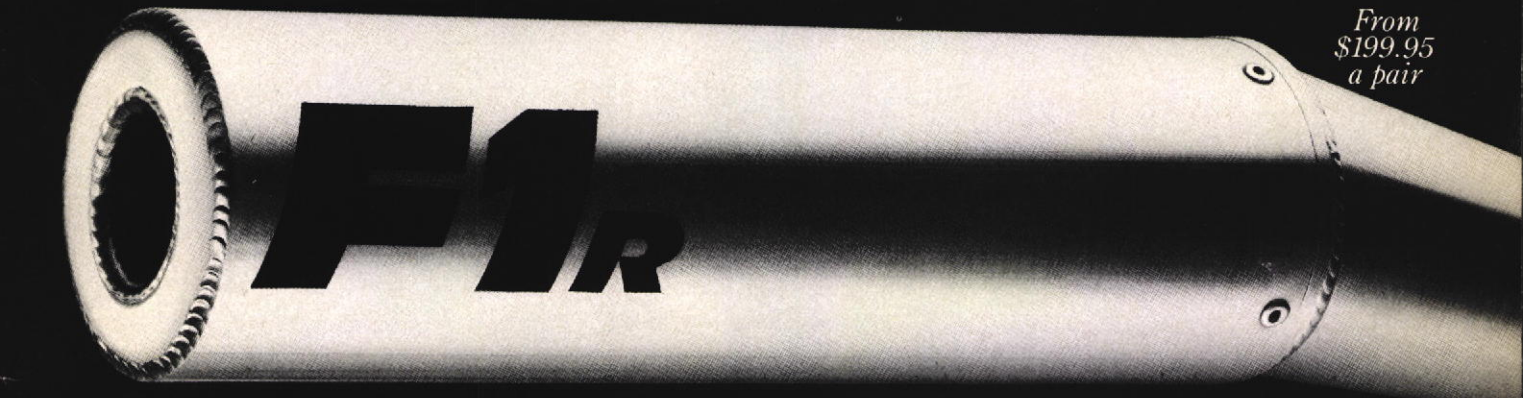
Don Brown
Irvine, California

Brown is a consultant to the motorcycle industry and former vice-president of BSA Inc.—ed.

All letters must include the writer's name and address. Letters will be edited for length. Due to the volume of mail received, we regret we are unable to give personal responses.

Questions or comments? You can talk with the CYCLE GUIDE staff by calling (213) 328-5700. Phones will be answered Monday through Friday, 9 a.m.—5 p.m., Pacific Standard Time.

GOES FAST.



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F1R's were introduced to fill another void, slip-on mufflers for the performance minded rider.

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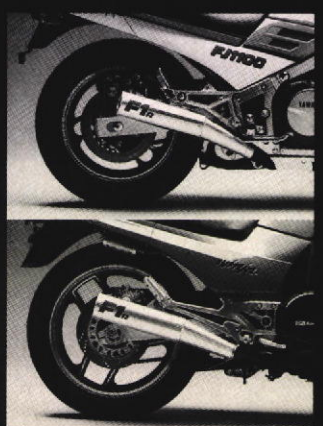
So don't be fooled by imitators. Ask for the originators, F1's or F1R's.



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Or maybe you'll win one of 437 other great prizes—including Hyperbikes, Yamaha TT600s, Helmets, Gloves, Bags, and more! With a total of 11 bikes to be given away, you have 11 chances to WIN that special motorcycle you've always wanted. **SEND YOUR ENTRY TODAY!**

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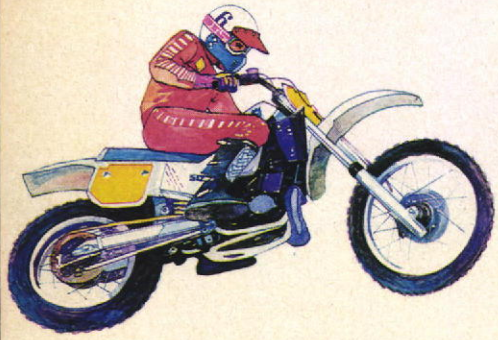
- **Custom Nissan 4X4 Long Bed Sport Truck**

It's the ultimate off-road hauler, with aluminum wheels, fog lights, quartz-halogen headlamps, tiedown rings, electronic anti-theft system, fire extinguisher, a loading ramp and more! And to top off this one-of-a-kind custom pickup, you get your choice of:

- **Honda VF500F**

We called it "The Best Interceptor Ever!" It's one-half liter of backroad finesse. From its 16-inch front wheel to its vee-four powerplant, this liquid-cooled bullet can bring bigger bikes to their knees.



- **Husqvarna 500CR**

Climb in the saddle of this Open-class motocrosser and you're at the trigger of 500cc of Swedish dynamite. The best of European craftsmanship coupled with precise handling.

- **Harley-Davidson XLH 883 Sportster**

The best aspects of cruising, past and present. All the tradition of Harley-Davidsons, the original boulevard bombers, coupled with the high-tech features of Harley's new V² Sportster motor.

- **Suzuki GS550ES**

This middleweight's air-cooled, transverse-four DOHC engine and Posi-Damp front fork add up to time-tested performance. Its single rear shock, lightening · fast steering and 572.3cc displacement add up to backroad excitement.

—ALL NEW CONTEST—
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Whether you order or not is up to you, but either way, send in your **SUPER $60,0000 SWEEPSTAKES ENTRY TODAY!** This is a brand new contest—even if you entered last time, you'll still want to send in your entry right away. It could make you the proud owner of one of these fabulous prizes:

3 FIRST PRIZES

- **Honda VT1100C Shadow**

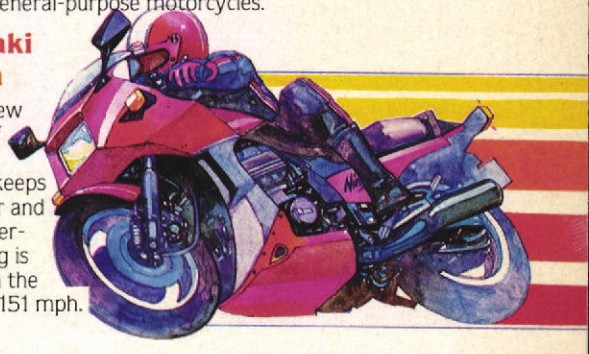
The low-seat, teardrop-tank styling of an inner city hotrod, combined with the most sophisticated vee-twin motor ever made for a motorcycle.

- **BMW R80**

The newest—and the best—of the opposed-twins. A heritage of refinement that led to sophisticated simplicity. Unquestionably the class ride of general-purpose motorcycles.

- **Kawasaki 900 Ninja**

First of the new generation of hyperbikes, this one just keeps getting better and better. Its racer-sharp handling is matched with the motor to run 151 mph.



3 SECOND PRIZES

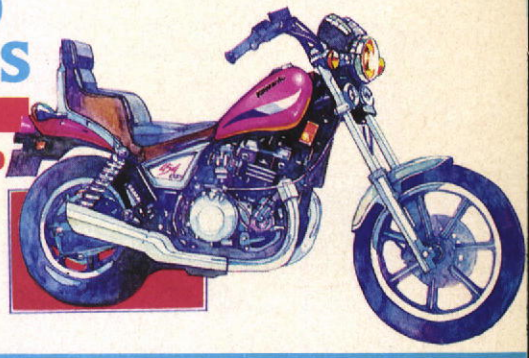
- **Yamaha TT600**

This thumper is a 595cc earth-quake on wheels. Its 4-valve, SOHC motor has the power to take on the desert or the woods—and everything in between.

4 THIRD PRIZES

- **Kawasaki 454 LTD**

A middleweight, belt-drive performance-cruiser with an engine based on the 900 Ninja's. It's got the looks of an urban trawler and the heart of a sportbike.



12 FOURTH PRIZES

- **Survivor III Tent** Absolutely the highest-tech, most-luxurious rest area short of a four-star hotel. Combines an inflatable air mattress, air-frame tent, sleeping bag and backpack into one small 12-pound package that straps easily to a motorcycle rack.

15 FIFTH PRIZES

- **Bell GT Royale Helmet** This full-coverage Snell '85 fiberglass helmet is Bell's top-of-the-line street model. Its two-position pushbutton shield mechanism, adjustable air vents, removable polypropylene liner and chin cover make it the headgear of choice for the discriminating rider.

50 SIXTH PRIZES

- **Yoshimura Buddy Bag** Built-in bungee cords attach the bag to bike; a shoulder strap lets you carry it when you're on foot. Two zippered compartments help you organize your gear, while a raincover keeps everything dry. The Buddy Bag is proof in Cordura nylon that you **can** take it with you—comfortably.

100 SEVENTH PRIZES

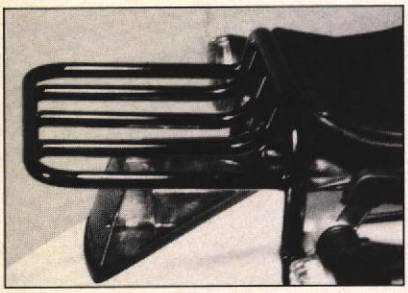
- **Fox Street Paws Gloves** Made of soft leather with vented nylon finger side-panels, these gloves offer equal measures of fashion and function. Double layers of leather across palm and knuckles keep wear points intact, while suede patch on forefinger cleans your visor.

250 EIGHTH PRIZES

- **Lockhart Griplocks** Replacement grips that provide the ultimate in control, comfort, and protection.

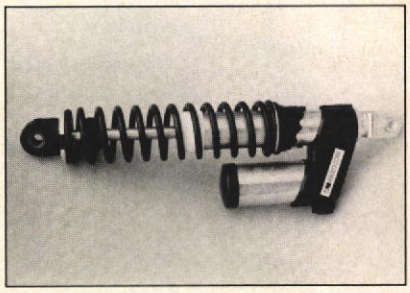
Motomart

May poll winners.

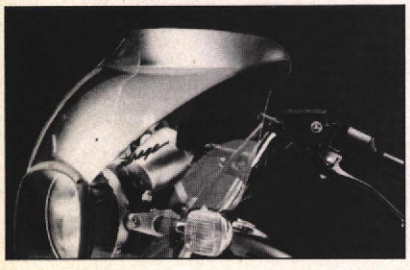


Summit Talk: It might be hard to organize a summit on world peace, but at least you can get a little peace of mind when you ride off-road. Summit Industries' new sport rack for the Kawasaki KLT600 can ease some of your worries by providing a handy place to strap emergency items and tools when you venture into the wilderness on your dual-purpose bike. Finished in glossy black epoxy powder paint, the rack is designed to fit both 1985 and '86 KLT models. It includes mounting hardware and has a suggested retail price of $49.95. For a peek at more information, contact your dealer or Summit Industries Inc., Dept. CG, 1826 Dawns Way, Fullerton, California 92631.

Oh, Deer: Thurlow claims its Seamless Palm Gloves of deerskin leather fit so well, you'll just fawn over them. There are no seams on the palms, and the makers say the gloves breathe better, keeping your hands warm in cold weather and cool when its hot. Thurlow also notes the material wears longer and withstands abrasion better than conventional cowhide leather. Suggested retail prices are $44 for unlined and $54 for thermal-lined gloves, plus $3.75 shipping per pair. They come in women's sizes 6–8 and men's 8–12, and carry a two-year warranty for normal riding. Get to the hart of the matter; contact Thurlow Leatherworld, Dept. CG, 4807 Mercury St., San Diego, California 92111.



Shocking Gas: If your rear shocks' ride is no laughing matter, try a pair of Symbol shocks to lighten things up. Marzocchi's chrome-plated shock features a gas chamber with a floating lower seal, eliminating emulsification and damping fade by separating the fluid and gas, the manufacturer says. Spring preload can be adjusted by the five-position adjuster, and an external four-position knob allows changes in rebound damping. Symbol shocks bolt on to most twin-shock bikes, and come with Marzocchi's lifetime, limited warranty for a suggested retail price of $175. Contact your Marzocchi dealer or Cosmopolitan Motors, Inc., Dept. CG, 301 Jacksonville Road, Hatboro, Pennsylvania 19040.



I See A Mirage: If the insect life splattered on your faceshield makes you think you're seeing things that aren't there, National Cycle's Mirage fairing might help clear things up. The manufacturer says the Mirage streamlines the front of your bike, relieving air pressure on the face and chest. The fairing also features a ventilated lower dam to control lift, a headlight cover and National Cycle's four-point Ball-Socket mounting designed for easy installation and adjustment. The Mirage has a suggested retail price of $99.95 for the light solar-tint model or $109.95 for the black-bronze color. For more on the Mirage's dynamics, contact National Cycle Inc., Dept. CG, 2200 Maywood Drive, Box 158 Maywood, Illinois 60153-0158.

Getting The Scoop: Before you run off hotheaded on your next tour, Shoei offers a way to cool off with its fiberglass RJ-101 touring helmet. The RJ-101 features an air-scoop visor, with a ventilation system designed to circulate air across the top of your head. Snell '85 and DOT approved, the helmet comes in solid colors for a $99.95 suggested retail price, and metallic colors for $109.95. It's available in white, black, red, deep gray and wine red, plus all '85 and '86 Honda colors, and comes in sizes XS-XL. Head over to your local dealer or contact Shoei Safety Helmet Corp., Dept. CG, 2228 Cotner Ave., Los Angeles, California 90064.

Stable Power: If the "horses" in your sportbike haven't been feeling their oats lately, perhaps an RCM Slip-on Reverse Cone Megaphone Exhaust from DG Performance will spur them on. Made from aluminum alloy, the RCM slip-ons are hand-formed for a custom fit, DG notes, and are heli-arc welded for light weight, strength and durability. The maker also claims the slip-ons add up to 20 percent more horsepower to Ninjas, GSX-Rs, FJs, FZs and Interceptors. RCM Slip-ons come hand-polished to a mirror finish, with suggested retail prices beginning at $199.95. For more information, mosey on over to a local dealer or contact DG Performance Specialties Inc., Dept. CG, 1230 La Loma Circle, Anaheim, California 92806.

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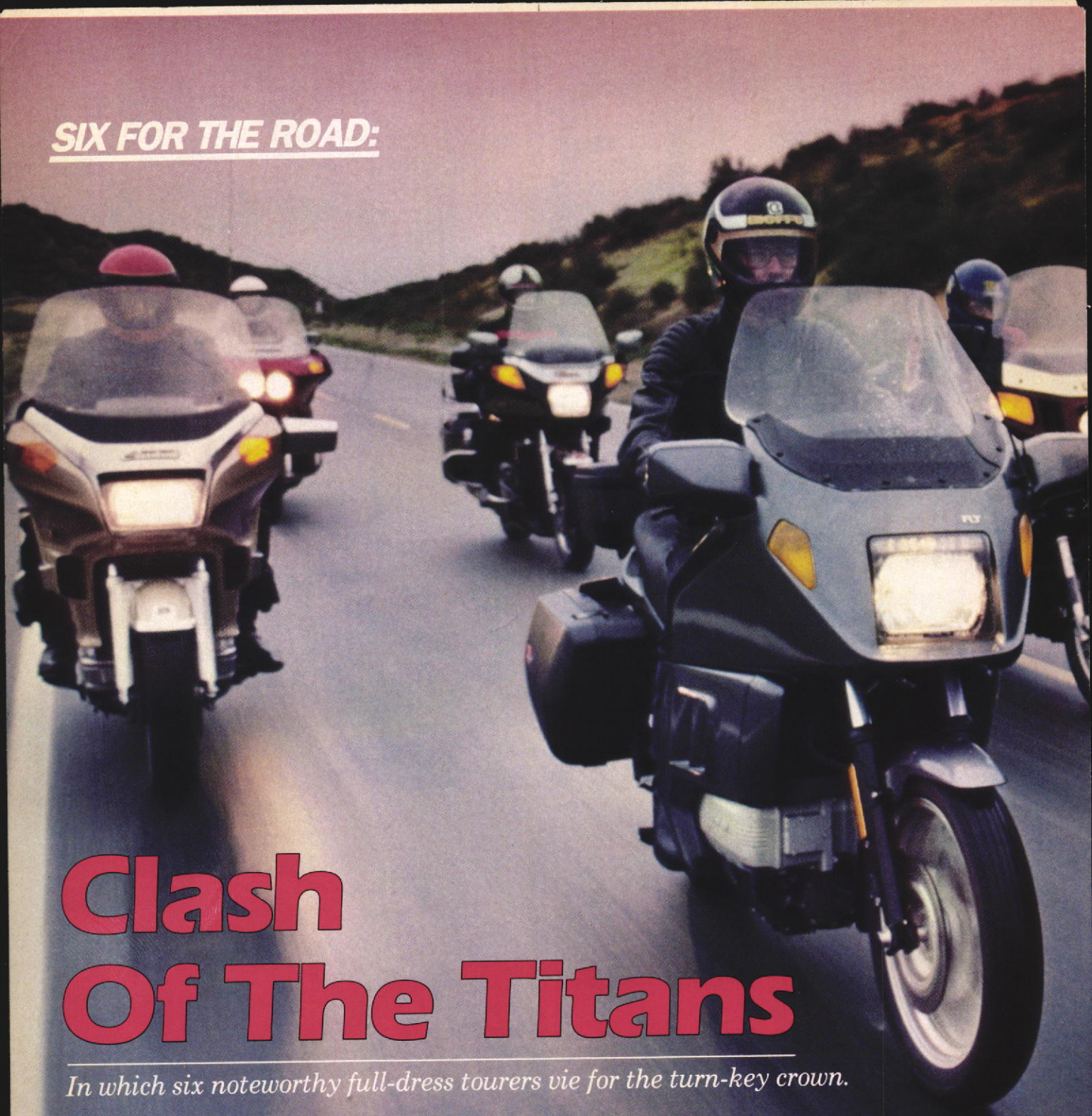

SIX FOR THE ROAD:

Clash Of The Titans

In which six noteworthy full-dress tourers vie for the turn-key crown.

BY MARC COOK

Finding the world's best touring bike has never been easier. In one respect, the task is made simple because the 1986 turn-key program opens with a full six-member ensemble—players from each of the Big Four are accompanied by one each from BMW and Harley. And with such an eclectic group to choose from, touring aficionados certainly can find a bike that measures up to their idea of the perfect tourer. On the other hand, with the '86 tour, these motorcycles have moved closer to one another than ever before in terms of over-the-road comfort.

With such a broad selection of turn-key hardware available, we couldn't resist taking one from each manufacturer for a no-holds-barred, six-bike shootout. But rather than choose each maker's top-of-the-line model, we opted for the mainstream bikes, the middle ground, if you will; allowing the long-haulers to battle on more-or-less equal ground. That's why you'll see the Gold Wing Aspencade, not the high-dollar SE-i, and Suzuki's Cavalcade LX rather than newer, more up-market LXE.

Choosing which of Harley's two touring models to use in this comparison was more straightforward; only the firm's FLTC has the right touring stuff—most importantly, its frame-mount fairing—to hang tough in this class. But even as fully outfitted as it is, the TC arrives sans saddlebag liners or fairing lowers. Still, the Harley is closer to being full-boat than BMW's entry, the K100RT. In keeping with BMW's simple-is-better philosophy, the K-RT starts out as nothing more than motorcycle, fairing and saddlebags, and it's up to you and the firm's extensive option list to equip the K-bike with a radio, top-trunk and bag liners.

Kawasaki needs no such options list,

though, because its Voyager comes standard as the most elaborately outfitted touring bike on the road. Even with that distinction, though, the six-cylinder Voyager will soon be replaced by Kawasaki's new four-cylinder Voyager XII, which missed our deadline by mere weeks, and so was not included here. And finally, Yamaha has taken the Model-T approach with its '86 Venture: You can have it in any trim you want, so long as it's Royale.

Regardless of trim or options, though, each one of these long-haulers is a competent motorcycle under its fully faired skin, and each has what it takes to make a weeklong tour not only possible but eminently enjoyable as well. Even so, one of these noteworthy big rigs rides at the front of the bandstand because its touring elements work together in near-perfect harmony, and it provides a measure of comfort unmatched by the others. This bike didn't run away with the award, however, because the impressively high standards of this class make this bike's margin of victory slimmer than a conductor's baton. We won't tell you the score now, because the show has only just begun.

PHOTOGRAPHY © 1986 DAVID DEWHURST

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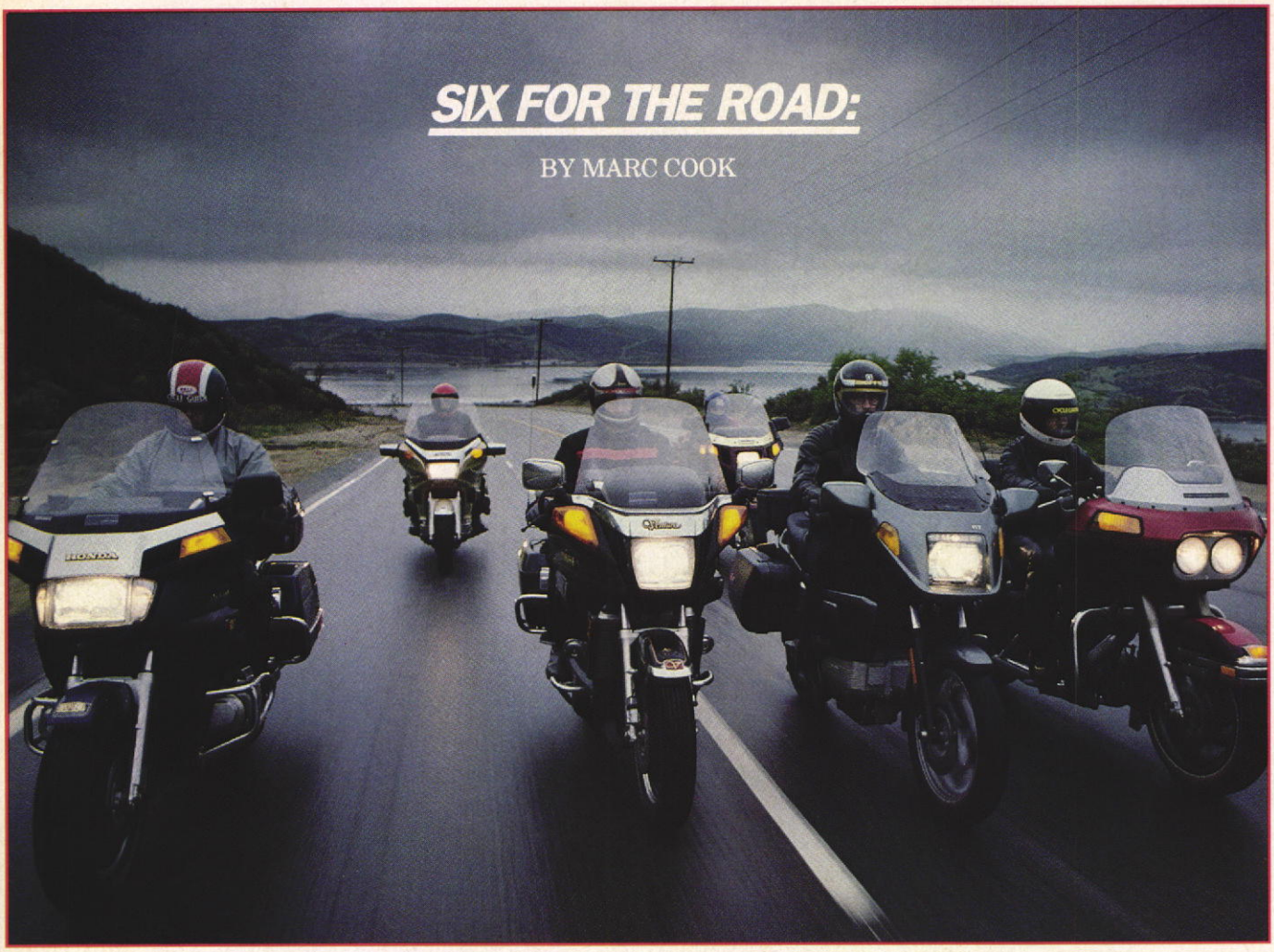


SIX FOR THE ROAD:

BY MARC COOK

Touring With The Open-Road Titans

Where cush is a way of life.

After six days and 2500 miles of Interstate, secondary roads and cow paths, everything we knew was wrong. In that time, it became obvious that there's no cut-and-dried formula for concocting the perfect turn-key tourer. Sure, all the bikes have some sort of fairing, luggage, cassette stereo and at least a liter-sized engine to haul the bundle around. But the differences in the way these motorcycles utilize those elements turned out to be far more pronounced than we expected.

For instance, each of these six luxo-tourers strives to offer its rider unsurpassed long-haul, all-day comfort, but they go about it in at least six different ways—especially where ergonomics are concerned. And it's precisely for that reason that we can't pick an out-and-out winner in the comfort category. Because while some bikes here are better than others, more important is how well a particular bike fits *you*.

So while we couldn't decide on a clear-cut comfort-king, the one bike that fits the greatest number of riders the best is the Yamaha. The Venture's combination of a relatively low bar, spacious, cushy seat and slightly rearset footpegs makes for an accommodating and versatile riding position. The Suzuki could provide the same level of long-range comfort, except that its soft seat leaves some riders with a case of numb-butt after only a short time. The Honda tallies in behind the Suzuki largely because it's neither as plush, nor as comfortable for taller riders—although the Honda is by no means a distant third. At the same time, neither the Harley nor the Kawasaki have awkward riding positions or unfriendly seats, but neither provides the kind of all-day comfort the top three offer.

With the BMW, though, it's the bike's fairing, not its sporty riding position, that knocks down the K-bike's comfort quotient. Because the Beemer's fairing lowers are closer to the rider than is the case with any other bike here, even average-sized riders find themselves bashing their knees regularly. Compounding the close

Continued

BMW K100RT

Bavarian alternative.

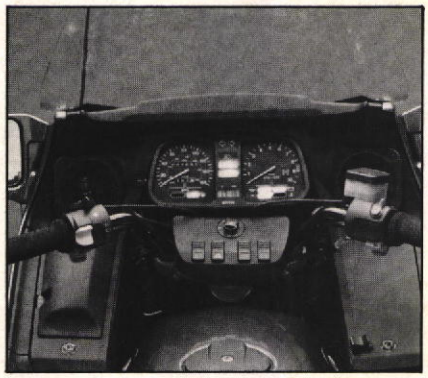
• Though BMW is no stranger to touring, the company's long-distance image has revolved more around tankbags and high-speed Autobahns than travel trunks and 55-mph Interstates. Nonetheless, in the past few years, BMW's K100RT has moved closer to the American mainstream, with an ever-lengthening options list bringing it up to the class standards of opulence.

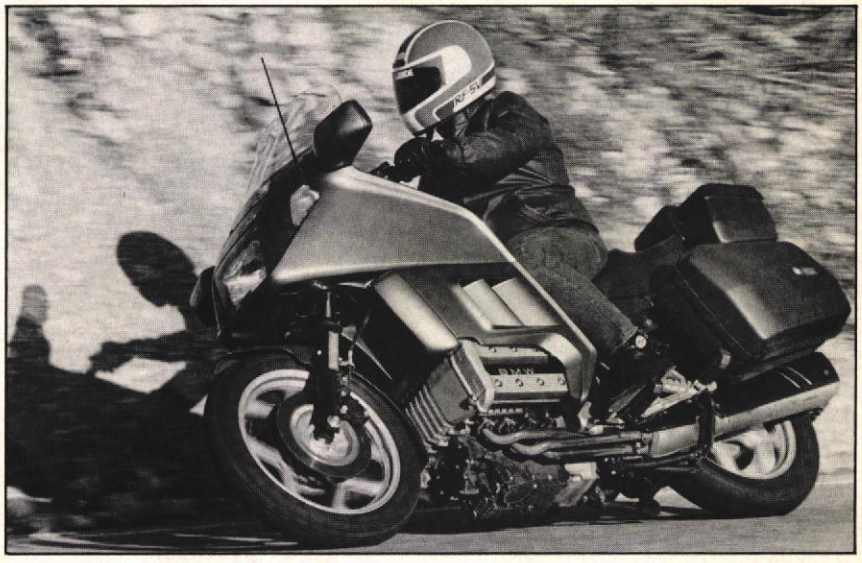
That's not to say that BMW has forsaken the its bahnstorming geneology, because the RT's retains a good deal of sporting bias, particularly in comparison with its classmates. With a 595-pound weight and a claimed 90 horsepower, the K100's definition of full dress tends more toward running shoes and track shorts than a tux and tails. The Beemer's fuel-injected, 987cc, longitudinal/horizontal inline four is well-suited for marathon running, too, biased toward a wide powerband, rather than peak power. And while the source of that horsepower is largely unchanged, a large number of detail changes—including revised footpeg mounts and the removal of the fairing gaiters—help reduce the engine heat and vibration that plagued the original K100RT.

Likewise, the chassis has come in for only minor changes since its introduction, the most noticeable being this year's revised windshield, its upright pitch designed especially for the U.S. market. Also new for '86 is the RT's double-bucket seat, which replaces the flat saddle used on other K-bikes. That seat seems a minor concession to American taste, however, because in most other respects, the basic K100RT seems devoted to the minimalist, lacking such items as an air-adjustable suspension system, travel trunk or AM/FM stereo cassette, standard equipment on the other dressers in this test.

But while in standard trim, the K100RT seems stark by comparison with the class, it takes little more than a few judicious checks on the option blocks to put the bike on par with the others in the test. Those items are subject to German interpretation, however, which in many instances takes a different tack to achieve the same purpose. The BMW's adjustable suspension, for instance, comes in the form of a Boge Nivomat shock, which compensates for the bike's loading by using the normal shock action to pump fluid from one internal chamber to another, which preloads the shock to maintain stock ride height. Also, the K's Alpine-made radio includes an anti-theft system that disables the radio's internal logic if the voltage drops below 5 volts, and requires a four-digit code to unscramble it. BMW's interpretation of a tail trunk doesn't quite jive with the others', either; its diminutive dimensions fall more in line with an attaché case than a steamer trunk. For those cramped for space, the company offers its cavernous Multivario tankbag as part of an extensive options list that includes such items as heated handgrips, first-aid kit and an alarm system.

That options list does reflect touring in the American idiom, though, because it allows someone to build his own version of the ultimate tourer. In the case of the K100RT, the foundation leans more toward two-lane roads than Eisenhower's Autobahn. —*Jim Miller*





K100RT's fairing, saddle and trunk make concessions to American touring tastes

But the basic Beemer reflects the Black Forest way of coping with blacktop.

quarters is BMW's rendition of the double-bucket touring saddle, which virtually locks the rider right against the gas tank. As a consolation, a standard K100's saddle will fit the RT, and its flat profile allows tall riders slide back away from the lowers, although six-footers will find the RT's legroom still marginal.

Riders of any size can appreciate the top half of the Beemer's fairing, though. With a choice of three windscreen heights you can tailor the RT's fairing so that it offers excellent weather protection, while also allowing you to see over the top of the shield. Still, the BMW places second behind the Honda when it comes to overall coverage, because the Aspencade offers virtually the same level of torso protection with slightly better foot coverage.

Following the Honda and Beemer in this area is the Venture, whose fairing lets more of the airstream sneak around the sides and onto your hands and arms, while its abbreviated lowers don't insulate feet and legs from the elements as well as the top two. At least the Yamaha *has* lowers; both the Suzuki and Harley, in standard trim, provide no such amenities, though they are optional for both bikes. Even without lowers, the Harley's half-fairing pokes a good-sized hole in the wind, offering both rider and passenger a generous still-air pocket. Suzuki and Kawasaki hold up the back of the pack here because in addition to having merely average coverage, both come with optically poor, excessively tall windscreens.

But ergonomics and fairing coverage constitute only two parts of the over-the-road comfort equation, being able to glide over the highway's rough spots is another. Here, the FLTC simply is outclassed. Both ends of the big Harley are limited in compliance and suspension travel, making the TC feel most at home on smooth roads. Positioning the rest of the field is more difficult, because the remaining five tourers all have excellent suspension. Extra points go the the Suzuki for having the best front-to-rear balance of the group, despite the fact that the bike's auto-leveling works only on the rear shocks. And while the Yamaha and Honda can't boast that kind of balance, the Honda and—to an even greater degree—the Venture possess a wider range of suspension adjustments than the Cavalcade.

Things aren't so close when you compare these touring bikes' motors, however. Yamaha's Venture is the hot rod of touring bikes, and now with an additional 96cc displacement, that's truer than ever. The big vee-four makes enough power to let the bike accelerate past its full-dress competition with contemptuous ease—with one exception: the BMW. The K-RT is doubly blessed in the performance category: It's got the broadest spread of usable power in the bunch, and at 595 pounds, it's the lightest by at least 150 pounds. Those advantages, working with slightly shorter gearing compared to the Venture, allow the BMW to stay tight on the Yamaha's tail-trunk during 60-mph acceleration in either fourth or fifth gear. Further downfield, the Cavalcade's class-leading displacement helps it place just ahead of the six-cylinder Voyager in roll-on acceleration. Both the Honda and the Harley fall behind that pair, with the FLTC pulling a half bike-length lead, until the GL's flat-four gets above 3500 rpm. At that point, the Aspencade whooshes past.

Continued

Harley-Davidson FLTC Tour Glide Classic

An American tradition.

• Using the term "classic" to describe one of your motorcycles might seem the height of presumption, but in many ways the FLTC deserves the appellation. Strictly speaking, the bike has been in existence only since 1980, but Harley touring bikes have been prowling the highways and byways of the U.S. for decades, and to a large degree defined the term "full-dress."

This latest incarnation, however, is undoubtedly the most opulent and refined of the series. Since its introduction, the FLT has been continually updated, and the addition of Harley's Evolution vee-twin heads a long list of improvements. Compared with the other powerplants in this group, H-D's 1338cc air-cooled twin seems as sophisticated as a wood-burning stove. But in an arena that places a premium on low-end torque and low maintenance, the Harley's low-revving vee-twin, with its idle-to-redline powerband, hydraulic lifters and single 34mm Keihin carburetor, is eminently qualified. Coupled to a five-speed transmission, the FLT's 80-cubic-inch motor easily matches the rest for loping, hours-on-end cruising. And to ensure the FL's ability to cover those miles with a minimum of fiddling, H-D's top-line tourer uses a low-maintenance belt final drive instead of a chain, or the shaft drive used by its competitors.

Likewise, the FLT's chassis reflects H-D's distinctly different approach to long-distance touring, particularly in the steering head and fork. The Tour Glide mounts the triple clamps "backward," in a sense, positioning the fork tubes behind the steering head. In addition, the fork mounts at a 29 degree angle, 3 degrees steeper than the steering head angle, providing an astonishing 6.16 inches of trail. According to Harley, the unique arrangement provides low-effort steering with exceptional straightline stability. As another departure from convention, Harley's electro-pneumatic anti-dive operates by closing off a reservoir in the front engine guard during braking, in effect increasing the air-spring rate by reducing the air volume available to the fork.

After all those differences, convention returns with the rest of the FLTC's running gear. Suspension is by Showa, via an air-assisted fork with 41mm diameter stanchion tubes and air-adjustable rear shocks. A pair of 11.2-inch-diameter Kelsey-Hayes disc brakes handle stopping at the front, matched at the rear by a single, 11.6-inch-diameter disc. Those discs bolt to 16-inch aluminum-alloy wheels, shod with Dunlop Touring Elites, front and rear.

The package that rolls on those tires includes, of course, a full complement of touring gear, from fiberglass saddlebags and a cavernous travel trunk to full instrumentation. This year, that equipment includes the de rigueur AM/FM stereo cassette, replete with convenient, handlebar-mounted volume and tuning controls. Yet even with all its changes, the FLTC remains true to the Milwaukee tradition—one established decades ago. So in the case of the Tour Glide, maybe the "classic" sobriquet isn't quite so presumptuous after all. —*Jim Miller*

Classic approach to touring: An air-cooled vee-twin with belt drive

Milwaukee's answer to shaft-driven liquid-cooled fours.

Roll-on power isn't the sole qualification for a top-notch touring motor, however; smoothness and general civility prove to be equally important. Here, there's no contest—the Honda's flat-four is by far the silkiest of the six. Behind the Honda are the vee-fours of Yamaha and Suzuki, both of which produce a throbbing sort of vibration that's always present, though rarely obtrusive. Similarly, the Harley's staccato rumble seeps through anytime the big vee-twin is running, although, as with the vee-fours, the FLTC's low frequency shaking seldom becomes annoying. Not so with the Kawasaki: The Voyager's high-pitched exhaust note and incessant gear whine make the engine sound like it's spinning faster than it really is. That's a condition shared by the BMW, too. Its buzzing permeates the grips and footpegs at most engine speeds, though it's worst near 3000 rpm. In addition, the K-RT's short final gearing means that at highway speeds the engine feels as though it would be more comfortable with another gear.

Yet while the Beemer isn't the first choice for daylong excursions on the Superslab, it's the unanimous favorite for secondary-road travel. In this environment, the K100 feels like a Ferrari among Lincolns, and its generous cornering clearance, strong motor and light weight let it cover backroads at a surprising clip. That's not to say the rest of the pack is left to watch the K-RT from afar, because the Yamaha, in particular, can almost stay with the BMW on a fairly open stretch of backroad. In truth, the Venture owes most of its twisty-road prowess to its stout motor: The bike's sluggish steering and slightly disconnected feel discourage truly aggressive canyon-road attacks. Exactly the opposite is true of the Honda. The Aspencade's low *cg* helps give it a delightfully light steering feel, and makes the bike seem far more agile than its 761-pound weight would suggest.

It's back out on the Interstates that the Harley, Suzuki, and to some extent, the Kawasaki are more at ease. The Harley, in particular, proves to be uncannily stable, with the Suzuki just a notch down on the stability scale. Locked in yet another dead heat are the Yamaha and the BMW, which are equally stable and reassuring on the flatlands. Here's where the Honda begins to pay for its outstanding agility: With any substantial crosswind, the Aspencade gets pushed around more so than the top finishers in this category. Finally, we have the Kawasaki; despite being the biggest and heaviest, the Voyager reacts to alarmingly to wind, moving around like driftwood in high surf.

With these full-boat tourers, though, how you get there is only slightly more important than how much you can *take* there. If you're aboard the BMW, that's not much. True, the K-RT's detachable saddlebags and high-quality optional soft liners are capacious and well thought-out, but because the Beemer's optional travel-trunk is barely large enough to carry a cold-weather suit, the K100's total luggage capacity comes up a bit shy. That's not a problem for either the Kawasaki or the Suzuki: Both bikes have enough capacity for a two-up tour with room to spare, although the two also have the balkiest latches of the bunch. And while the Harley's separate latch-and-lock system isn't much better, the enormous, side-opening tail-trunk goes a long way toward making up for the battery's intrusion into the right saddlebag's capacity. The surprise winner of the luggage slugfest is the Yamaha, whose all-new non-detachable pieces edge out the excellent Honda complement solely be-

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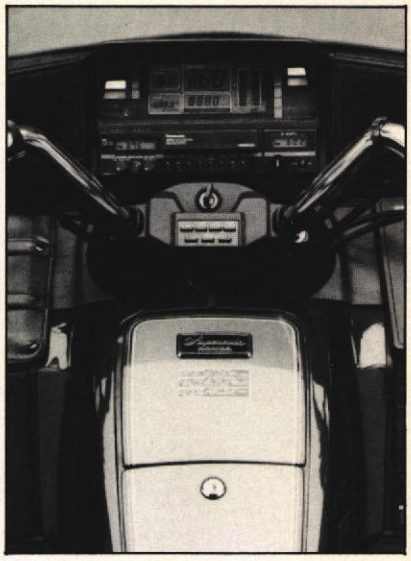
Honda Aspencade

Cool under fire.



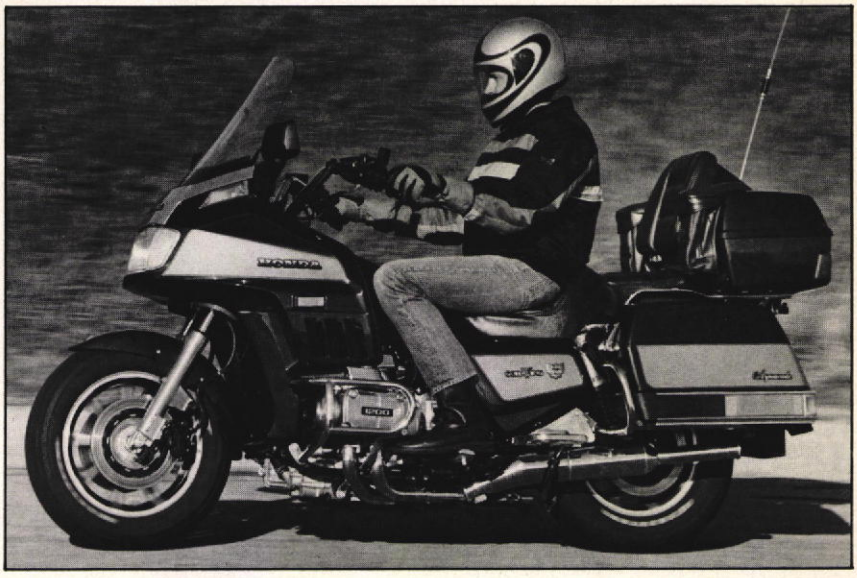
• Many touring riders will agree that Honda practically wrote the book on luxo-touring. The Gold Wing's standards of comfort and convenience make it not only the role model for all other long-haul motorcycles, but a moving target for Honda's competitors, as well. And Honda is so confident that the 1986 Aspencade is the class of the field again this year that the 1986 model is little changed from the '85, in effect giving the opposition a fixed target to shoot at.

When it comes to vibration-free running, so far none of its adversaries have scored a direct hit on the Aspencade's 1182cc, four-cylinder engine. The overhead-cam, liquid-cooled boxer four is uncannily smooth throughout its range. In addition, the Aspencade uses hydraulic valve adjusters, which Honda claims require no maintenance for the life of the engine. And for 1986 Honda left the motor virtually unchanged, except for tightening up clearances in the five-speed transmission and redesigning the exhaust pipes, both in the interest of further reducing engine noise. Last year's quartet of 30mm carburetors remains the same in '86, too, but this year they feed fuel to an engine with valve timing modified to increase midrange.

As was the case with the engine, this year Honda engineers felt the Aspencade's creature comforts needed only a few minor improvements over last year's. As a result, the standard-equipment Panasonic AM/FM stereo cassette now features a redesigned graphic display and Dolby noise reduction. For the rear-seat occupant, the rear-fender splash guard offers improved passenger protection in the rain. Otherwise many of the features of the 1986 Aspencade are carried over from the '85, including an adjustable windshield, LCD digital instrumentation, passenger floorboards and armrests and removable soft luggage liners.

The Aspencade's chassis is a virtual carry-over from last year, too, but just because the Honda hasn't been subjected to a flurry of changes in '86 doesn't mean its running gear can't compare with the best in the class. Like last year's model, the '86 Aspencade rolls on a 16-inch front wheel and a 15-inch rear. An integrated braking system links the rear brake and one of the two front discs. Suspension is handled by twin rear shocks and a 41mm fork with an integral fork brace and TRAC anti-dive. Both the fork and the twin rear shocks are air-adjustable using an on-board air compressor. As always, to keep the 761-pound Aspencade's center of gravity low, its 5.5-gallon fuel tank is mounted under the seat.

But even though the 1986 Aspencade rolls onto the firing line with only minor changes from last year's model, it's hardly a sitting duck waiting to be shot down. It's still a tough target to hit, and if Honda engineers were reluctant to make too many changes, it's hard to blame them. After all, their reasoning might have gone, when everyone else is taking potshots at you, all you have to do is move the bull's-eye around a little to make it tougher to hit. —*Jerry Smith*



Honda's Aspencade takes it name from the legendary touring rally

Its touring prowess is legendary, too.

cause they're fractionally larger.

It should be no surprise that the Kawasaki walks away with the Cubic Gadget award, however. Unfortunately, the Voyager's plethora of electrickery—like the trip computer and LCD compass—aren't particularly well integrated, or—in the case of the trip computer—accurate. That's not the case with the Yamaha, whose standard equipment includes the best OEM cruise-control we've tried yet. By comparison, the Suzuki's cruise-control is not as well-mannered as the Yamaha's, and lacks the Venture's fine-tune function.

While cruise-controls aren't considered standard-issue in this class, an AM/FM stereo cassette player is. Top honors for sound quality go to the Honda, with the BMW's optional unit a close second. Both of these radios are hampered by their placement, however; the Honda's location under the instrument cluster requires a long reach, and the K100's left handlebar obscures most of the controls on its radio. On the other hand, the Suzuki and Yamaha both place their radios conveniently—the Venture's is directly below the left handgrip and the Cavalcade's resides center stage in the dummy fuel tank. And while the Harley's all-new cassette radio isn't any easier to operate than the Yamaha's or Suzuki's, its handlebar-mounted volume control works wonderfully, and makes an auto-level control unnecessary.

But for these motorcycles to compete in the high-stakes touring market, they must be more than simply the sum of their parts. Because if this weren't true, the Voyager, with it scale-straining array of doodads, would walk away with the title. Instead, the Voyager finishes last in this comparison, because as a package, the Kawasaki just doesn't make the grade. That's not true of the Suzuki, because it's a terrific first effort, but needs one more round of improvement; as one staffer put it, the Cavalcade is the Willy Loman of touring bikes, "good but not great, liked but not well liked."

Just the opposite of that is true for the next two finishers: the Harley FLTC and the BMW. Not only are these two as different as Thunderbird and Dom Perignon, but each is superlative in its specialized field of touring. For example, the Harley thrives on straight-line, moderate-speed highway cruising. Its torquey engine and unwavering stability serve it well on the Interstates, making it the ideal laid-back sightseeing conveyance. At the other extreme, there's the BMW. The K-RT feels like it would be happier scorching down a winding secondary route than droning along the great four-lane, although it's by no means hobbled by its sporting bent.

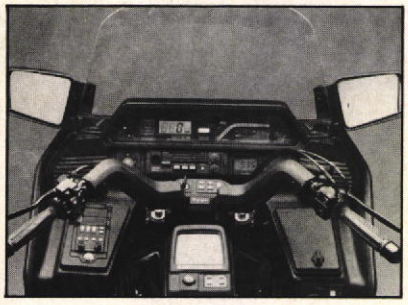
In the end, though, the battle for first place came to a knock-out, drag-down fight between the Honda and the Yamaha. Because in every category except all-out speed, the Aspencade and the Venture swap places like kids playing musical chairs. The Honda has the best fairing and radio and second-best luggage; while the Yamaha's strengths include its motor, its seating position and capacious bags. Ultimately, though, what puts the Yamaha over the top is its longer list of standard features—including the best factory cruise-control, computerized suspension adjustment and CB radio—compared to the Aspencade. So at the end of the last round, the Yamaha comes out the new King of the Superslab, although its margin of victory is slim at best.

So while the Yamaha takes the throne and the others regroup for next year's bout, consider this: To be good in this class takes a great motorcycle; and to be the best, it takes a tourer like the Yamaha Venture Royale. •

Kawasaki Voyager

One of everything, and then some.

• Kawasaki's Voyager ranks as one of the most extravagant touring bikes ever built. Even within the luxo-touring category—a class characterized by motorcycles brimming with accessories and creature comforts—the Voyager's list of standard equipment reads more like that of an expensive limousine than a touring motorcycle.



Amid the opulence of its other appointments, though, its engine is still the first thing that stands out. The Voyager's powerplant, with its six in-line cylinders, is the only one of its configuration currently made in Japan. Originally designed for the KZ1300, the 1286cc Voyager engine retains the KZ's liquid-cooling, dual-overhead-cam cylinder head with two valves per cylinder and five-speed transmission.

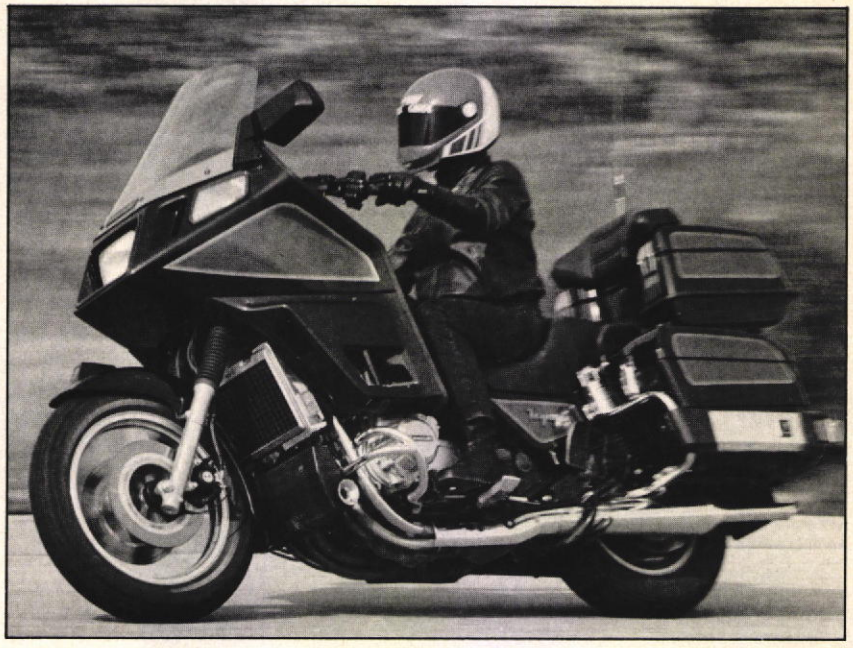
But while the KZ1300 used a trio of dual-throat carburetors to meter fuel, Kawasaki equipped the Voyager with Digital Fuel Injection. The DFI is self-diagnosing in case of a malfunction and has two rider-controlled settings: a normal mode and a special "cruise" mode, which produces a leaner mixture for better fuel economy. Besides providing more precise fuel metering, the Voyager's DFI also enables its trip computer to monitor such factors as fuel consumption, current and average mileage, and fuel remaining in the 7.1-gallon tank.

But the Voyager's electronic embellishments aren't all confined to the trip computer's tank-mounted display. Besides the LCD digital instrumentation, clock and warning panel, there's a display for an electronic compass, activated by a sensor on the front fender, and a remote switch for adjusting the headlight via a small electric motor.

In addition to all this, the Voyager has plenty of other touring amenities, such as an AM/FM stereo cassette player. An on-board air compressor powers a set of dual air horns loud enough to stand a truck driver's hair on end and services the air-adjustable front fork and twin rear shocks. And the pilot and co-pilot can tailor the Voyager's cockpit to their liking—the handlebar, the travel trunk's fore-and-aft position and windshield's height all are adjustable, too.

The chassis containing the Voyager's myriad luxury features consists of a tubular double cradle frame, with a 64.9-inch wheelbase and an 18-inch front and a 16-inch rear wheel. Stopping power at both ends of the 877-pound Voyager comes from disc brakes, two up front and one in the rear. But Kawasaki engineers didn't want the bike's heft to discourage shorter riders, so they gave the luxo-bike a 29.6-inch saddle height, making it a short reach to the ground at stoplights.

As evidenced by the numerous accessories that festoon the Kawasaki, not to mention its flashy six-cylinder engine, the Voyager is the rolling embodiment of the "more is better" philosophy of touring-bike design. And even though 1986 is the last year for the six-cylinder Voyager, it will always be known as one of the most lavish and brazen manifestations of conspicuous consumption on two wheels. —*Jerry Smith*



Fuel-injected inline six powers Kawasaki's full-dress Voyager

The most outrageous turn-key tourer needs an engine to match.

When we built the we considered a lot of co And used

The first thing you'll notice about our Genesis engine is that it doesn't look like other engines. The four cylinders are canted 45° which not only means it can use special downdraft CV carburetors, it also means the mixture has a straighter and more efficient path into the cylinder.

Unlike most other engines, our Genesis has its alternator mounted not on the end of the crankshaft but behind the cylinders. As a result, it's only 16.3 inches wide – the same as a V-4.

Don't misunderstand us. There's nothing wrong with conventional engineering.

It's usually very sound. Quite reliable. And more often than not, fairly efficient.

But not nearly efficient enough.

Which is why, when we set out to create a new high-performance engine, we looked not at what technology is currently being used but at what technology could be used. And should be used.

And in the process we created the Yamaha Genesis engine. Which, according to at least one motorcycle magazine is the "...first truly original piece of four-stroke technology introduced in years..."

Of course, we could have limited that technology to our racing bikes. But we didn't. Instead, we equipped both our FZ750 and new Fazer 700 with Genesis engines.

The first thing you'll notice about our liquid-cooled DOHC engine is that it doesn't look like other engines. The conventional approach is to place the cylinders nearly vertically. The Yamaha approach is quite different.

We chose, instead, to slant the four cylinders 45°. That way, we could use downdraft carburetors to ram the mixture into the engine for better volumetric efficiency. Translation: more horsepower.

And since the intake ports are nearly straight, the mixture doesn't have to make horsepower-robbing detours along the way. The ports are so free of restrictions, in fact, you can actually see the pistons through the carburetors.

But tilting the cylinders forward also improves a Yamaha's performance in another way. It dramatically improves handling by lowering the machine's center of gravity and achieving better

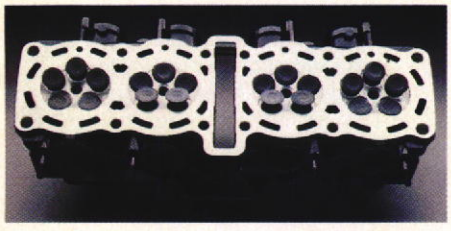
Specifications are subject to change without notice. Rear view mirror(s) standard equipment. Always wear a helmet and eye protection. Models sold in California are equipped with an evaporative emission control device.

Genesis engine, nventional engineering. none of it.

weight distribution.

The Genesis engine breathes with remarkable efficiency. And that, more than anything else, is its secret. The conventional approach is to build the engine with a two or four-valve cylinder head. Again, our approach is quite different. To the extent that the Genesis engine uses the world's first five-valve design.

The three intake valves and two exhaust valves, in combination with the bi-convex combustion chamber, deliver optimum fuel combustion. As a result, a five-valve engine not only develops more power than a comparable four-valve engine, it's also remarkably smooth. So smooth, in fact,



that we even use five-valve technology in our Maxim 700X cruiser.

And because the valves in a Genesis engine are so light, we can also use single valve springs. Which allow it to rev to 10,000rpm as well as virtually eliminating valve float.

Yet even though it revs like a racer, a Genesis engine sacrifices nothing in the way of reliability — actually requiring fewer valve adjustments than other high-performance engines.

Why? Because the camshafts not only operate directly on the valve lifters, the lifters — mounted on the valve stems with lightweight internal adjustment pads — eliminate the need for rocker arms. As a result, there's less load on the valve components — reducing wear and lengthening the recommended intervals between servicing to 26,000 miles.

There's something else we did away with. Compromises. Instead of locating the alternator on the end of the crankshaft, for instance, we mount it behind the cylinders so that our in-line four is as narrow as a V-4.

Instead of equipping it with a five-speed transmission, the Genesis engine has six speeds.

And instead of a mechanical clutch, we use a hydraulic one.

Which, of course, gives you an idea of just how much thinking went into our engine.

And how little of it was conventional.

Last year, the Yamaha FZ750 had "enough power to demolish every sport bike in its class." This year, the story will be the same.

Beneath the new Fazer's extraordinary styling lurks an equally extraordinary 700cc Genesis engine.

Our Maxim 700X does more than just look fast, thanks to its Genesis-design 5-valve cylinder head.

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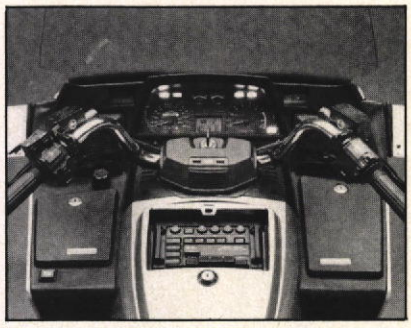
Suzuki Cavalcade

Suzuki's first, at last.

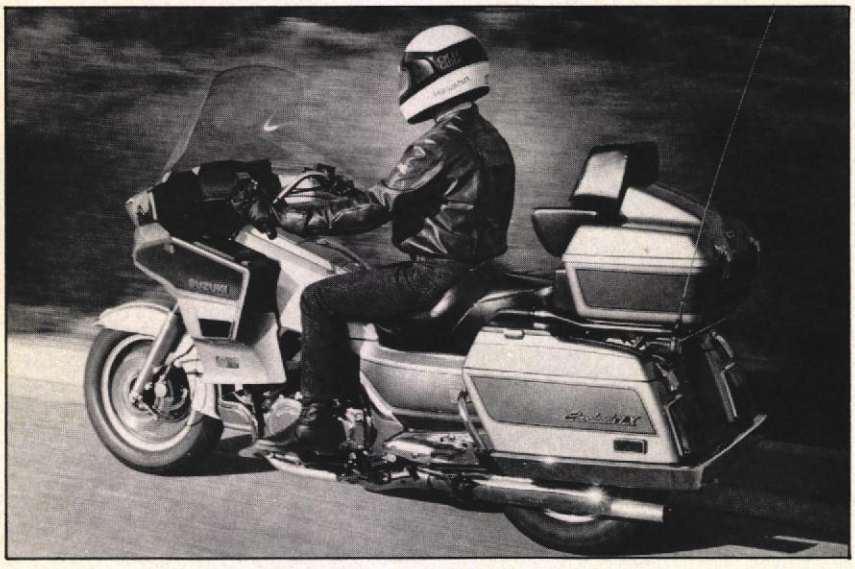
• Suzuki is the last of the Japanese manufacturers to enter the purpose-built touring bike market, and the Cavalcade marks the company's first attempt to build such a motorcycle. But designing an all-new touring bike from the ground up is an expensive, time-consuming process. So when Suzuki finally decided to jump into the touring mainstream with both feet, it had a lot of ground to make up in order to match the competition's ever-rising level of sophistication. Fortunately, though, Suzuki's engineers already had an engine on the drawing board.

The Cavalacade's engine shares its basic design with the 1166cc vee-four powerplant in the Madura, Suzuki's big-bore boulevard cruiser. But the needs of an Interstate cruiser are different from those of a boulevard bike, so the Cavalcade's engine sports a number of changes. For example, to better cope with the Cavalcade's 806-pound heft, the liquid-cooled engine now boasts a displacement of 1360cc. And since sheer acceleration isn't as important in touring bikes as it is in performance cruisers, instead of the Madura's six-speed transmission the Cavalcade uses a five-speed, with taller final drive gearing than the Madura, as well.

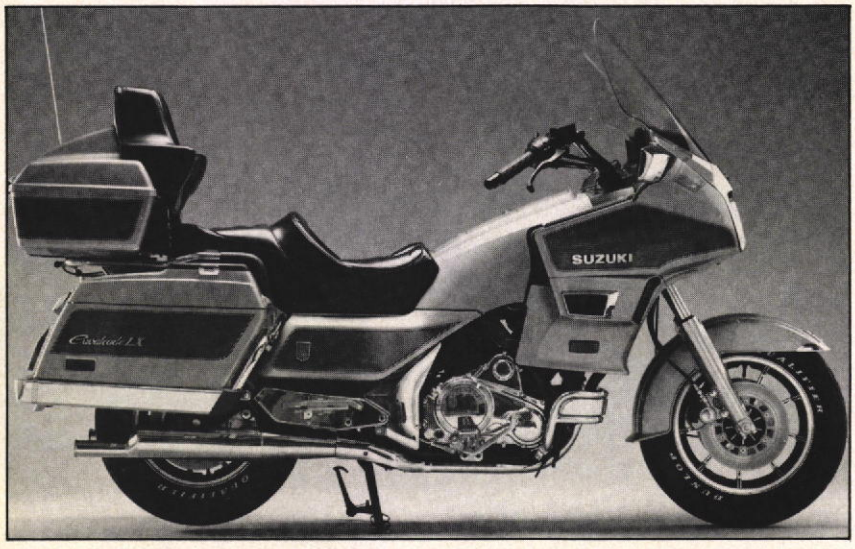


Taller gearing is also one way to reduce vibration, and even though the Cavalcade retains the Madura's shaft drive and rubber engine mounting, Suzuki didn't stop there in the quest to make its first touring bike as smooth as possible: The Cavalcade's crankshaft has throws set 180 degrees apart instead of the Madura's 360, a change Suzuki claims lessens vibration. In addition, the Cavalcade sports a lower compression ratio (9.5:1) than the cruiser and 3mm smaller carburetors (33mm) to boost low-end power.

But even the smoothest, most-powerful touring engine isn't any good without a chassis to match, and Suzuki engineers pulled out all the stops for the luxo-touring Cavalcade in an effort to pamper both the rider and the passenger like no other touring bike can. Packed within its 66-inch wheelbase is an impressive array of standard equipment, including a Clarion AM/FM stereo cassette player and electronic cruise-control. In addition, the Cavalcade's rider can tailor both the windshield height and the footpegs' fore-and-aft position to his liking. Suzuki didn't forget the co-pilot, either: Passengers can do their own tailoring with adjustable floorboards, a remote tuning and volume control for the stereo and a unique air-adjustable seat.



In keeping with their efforts to spare no expense on rider and passenger comfort, Suzuki engineers equipped the Cavalcade with an auto-leveling suspension to adjust for different loads and road conditions. The auto-leveling system utilizes an onboard air compressor to adjust the rear ride height to a predetermined level. The front fork, however, is less versatile, and offers neither preload nor damping adjustment of any kind. In addition, Suzuki decided against equipping the Cavalcade with integrated braking, preferring instead to let the rider take advantage of the powerful dual front discs' stopping power without having to use the rear brake.

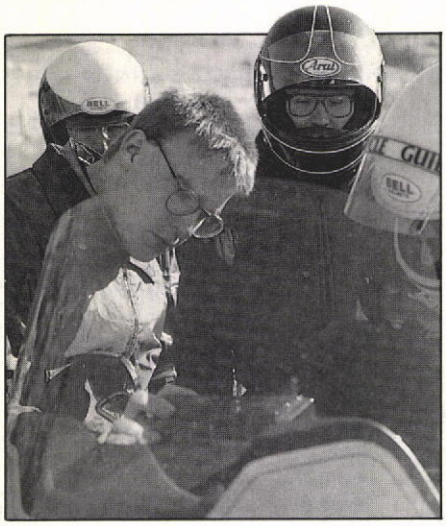


Touring, Cavalcade-style: The largest engine and the longest wheelbase in the class

Suzuki jumps into turn-key touring in a big way.

Even though the Cavalcade marks Suzuki's first effort at breaking into the luxo-touring market, the bike undoubtedly shows the company learns quickly. And once Suzuki has had time to overcome the head start enjoyed by the competition, it might turn out they have a few things to teach the other guys, too.

—Jerry Smith



Nits & Picks

BMW K100RT

Nits:

- Saddlebags, tail-trunk and fairing pockets all require different keys.
- 24-hour clock is difficult to decipher.
- Tail-trunk difficult to latch securely.
- Steering-head-mounted fork lock is inconvenient.

Picks:

- Choke-on light is a convenient reminder.
- Horns are exceptionally loud.
- Flip-up seat has two storage areas underneath.

HARLEY-DAVIDSON FLTC

Nits:

- No centerstand.
- Large brake pedal awkward.
- Toolkit not up to class standards.

Picks:

- Sidestand locks in position, bike can't roll off.
- Floorboards are adjustable.
- Throttle lock is convenient.

HONDA ASPENCADE

Nits:

- No graphic display of engine rpm—tach uses digital readout only.
- Radio/tape-deck controls are too small, difficult to work with heavy gloves.
- Speedometer unusually optimistic.

Picks:

- Fairing pockets are easily accessible.
- Seat adjusts fore and aft through a 1-inch range.
- Storage bin under dummy fuel-tank cover is convenient.

Continued

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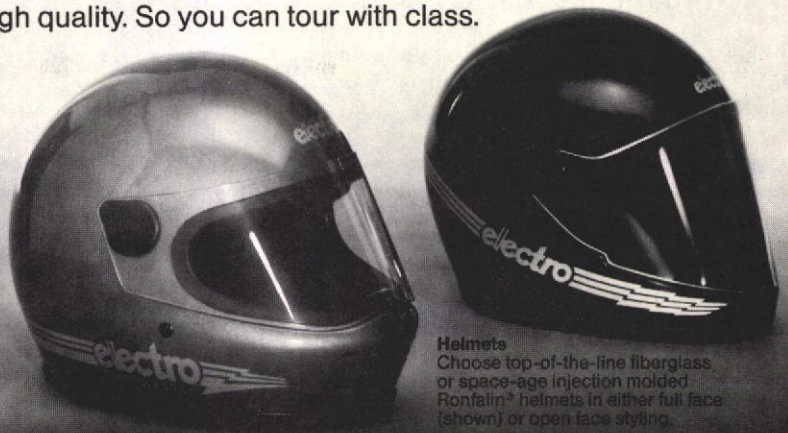

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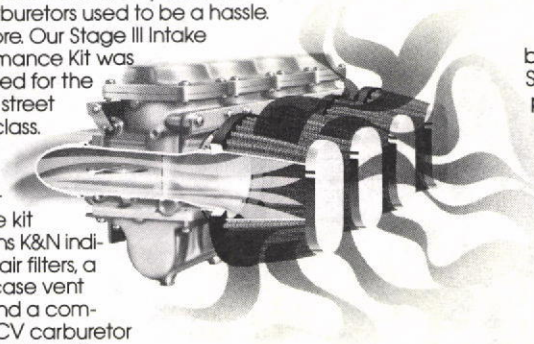
The K&N Stage III Kit is not for the faint-hearted. You'll notice a tremendous increase in performance all throughout the power range. You'll be blown away with the increased performance – **literally.** You've got to feel it to believe it! The K&N Stage III Kit is also a perfect match for performance exhaust systems. K&N Performance products are available consumer direct. Stage III Intake Performance Kit shown is p/n 23-9087 for the 1986 Kawasaki ZX 1000R Ninja. Send $157.95 plus $5.00 shipping and handling to K&N Engineering Inc., P.O. Box 1329, Riverside, CA 92502. Legal in CA only for racing vehicles which may never be used on the highway.



Yamaha Venture Royale

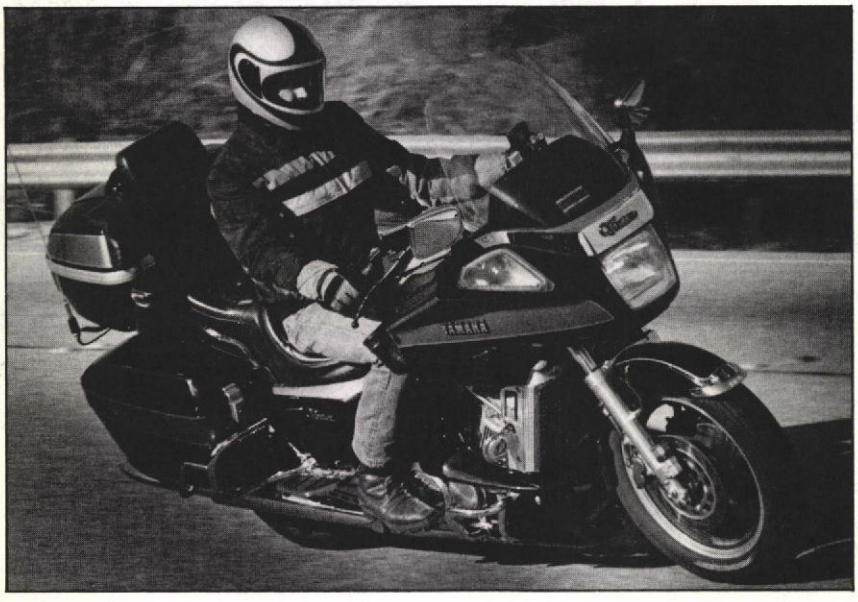
When fast isn't fast enough.

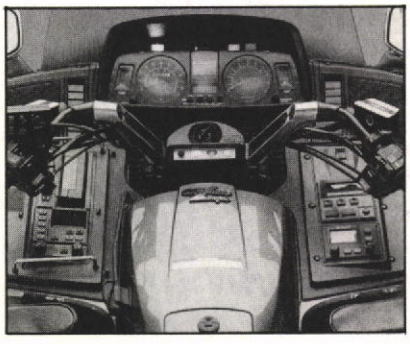
• While the days of the hot-rod Lincoln might be behind us, Yamaha understands the allure of a big-engine highway-burner. Proof of that understanding is the Venture Royale, which has reigned as the fastest turn-key tourer on the Interstates. This year, however, the competition in the big-rig class has heated up considerably, with long-haulers like Suzuki's 1400cc Cavalcade, BMW's lithe K100RT and the forthcoming four-cylinder Kawasaki threatening to steal some of the Venture's thunder. Yamaha's response was elegantly simple: Make the Venture *that much faster.*

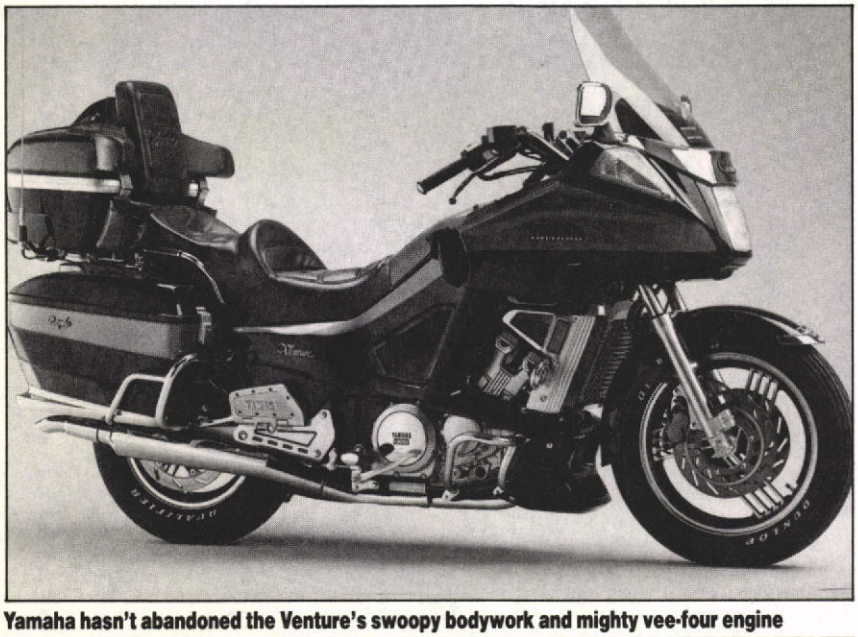
With that in mind, Yamaha stretched the liquid-cooled motor's bore by 3mm, thereby increasing the 16-valve engine's displacement 96cc, to 1294cc. In concert with the greater displacement are camshafts reprofiled to help provide greater midrange and low-end power. In addition, the Venture's downdraft carburetors have grown 1mm to 35mm—the same size as the V-Max's mixers. The Venture also borrows its main bearing material and diaphragm clutch spring from the V-Max, and adds to that an extra oil passage to the mainshaft and undercut second- and fifth-gear dogs to help improve shifting.

Yamaha didn't stop the '86 model's upgrades at the motor, though; the Royale's chassis also received important changes. First on the list was a revamped braking system: Replacing last year's double-action calipers and radially vented discs are all-new four-piston calipers squeezing slotted discs. At the same time, the Venture's hydraulically actuated anti-dive was given the heave-ho, replaced by an electric system. This setup uses a microswitch at the front-brake lever to signal a pair of forkleg-mounted solenoids that restrict damping fluid in much the same manner as other anti-dive systems. Otherwise, the Yamaha's chassis remains virtually in '85 specification.

The Venture's luggage, on the other hand, has been completely reworked for '86. Replacing the smallish, detachable saddlebags are non-removable bags that are claimed to be 50 percent larger than before, and are supplied with removable soft liners. What's more, the travel trunk has been enlarged and fitted with an angle-adjustable backrest and thickly padded side bolsters.







Yamaha hasn't abandoned the Venture's swoopy bodywork and mighty vee-four engine

But class-leading luggage capacity and power breathe new life into the Royale.

While the new backrest might make life easier for the passenger, the Royale's redesigned cruise-control simplifies the rider's duties even more. In addition to the new right-side switch cluster that incorporates a large system-cancel switch, the cruise-control now has a resume feature and a fine-tune adjustment: Each tap of the set switch lowers road speed by 1 mph, while touching the resume switch increases speed the same amount.

Better yet, most of those modifications address major shortcomings of previous Ventures, specifically the restricted luggage capacity and lackluster cruise control. So while it's true that this year's Venture Royale has been infused with enough sheer speed to hold its hard-charging competition at bay, it's also a more competent turn-key tourer. Just think of it as a hot-rod Lincoln with modern sensibilities. —*Marc Cook*

KAWASAKI VOYAGER

Nits:

- Digital instruments are confusing, inaccurate and difficult to read.
- Rear-wheel removal is extremely complicated.
- Radio and cassette deck have separate volume and tone controls, and radio-frequency display is difficult to read.

Picks:

- Tour trunk has most convenient latch system and snap-in vanity cases.
- Dual air-horns are loud.
- Electrically adjusted headlight can be reaimed with the touch of a button.

SUZUKI CAVALCADE

Nits:

- Fuel gauge is inaccurate and nonlinear.
- Rubber-mounted handlebar and footpegs feel spongy.
- Fairing lacks adequate storage.

Picks:

- Rider's footpegs adjust fore and aft.
- Passenger seat and backrest are air-adjustable.
- Analog instruments are easy to read.

YAMAHA VENTURE ROYALE

Nits:

- Handlebar-mounted radio/CB switches too small to work easily with heavy gloves.
- Bags attached to trailing edge of fairing are inconvenient.
- Tail-trunk latch is difficult to use, particularly with gloves on.

Picks:

- Fairing and sidecover vents allow either hot or cold air to be directed onto the rider.
- Analog instruments are easy to read.
- Brightness of instrument-panel lighting is adjustable.

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Back Seat Touring

Riders don't have all the fun.

- I'm not the least bit interested in a touring bike's engine displacement, center of gravity or steering response; as a passenger, I'm more concerned with a bike's comfort and weather protection than how many valves the engine's got. And now more than ever, the manufacturers are seeing things my way: Barcalounger levels of comfort are becoming as commonplace on long-haul tourers as biscuits and gravy at a truck stop.

But that comfort isn't commonplace enough to be found on the BMW. Thanks to a hard seat and miniscule backrest, a day on the RT feels more like a week. What's more, while the Beemer's fairing might work well for the rider, it doesn't do enough to keep wind from playing slap-and-tickle with my head and shoulders. The K100 might be terrific fun for the driver, but like a doctor's appointment, I couldn't wait for my turn on the BMW to be over.

That's hardly the case with the Honda or the Kawasaki, though. Each offers passenger comfort light-years ahead of the K100RT. Still, neither is perfect; in the Kawasaki's case, there's too little lower back support and too much helmet buffeting. The Aspencade's seating position is a notch up from the Voyager's, but there's still an abundance of buffeting around the head and shoulders.

When it comes to wind protection, though, the Harley-Davidson FLTC is the hands-down winner. At first glance, the TC's truncated fairing doesn't promise much, but on the road, the Harley gives the passenger the largest still-air pocket of all the tourers in this comparison. As a result, the Harley's radio comes through clearest for the passenger, where much of the others' sound is garbled by wind noise at highway speed. Further, the FLTC's excellent wind protection is backed up with a nearly ideal seat and backrest combination, despite its complete lack of adjustment.

At the other extreme, there's the Cavalcade—it offers more amenities than a full-service gas station. Included in the Suzuki's standard equipment are air-inflatable bladders in the backrest and seat, as well as adjustable footboards and backrest. For the most part, these features offer only fine tuning, and it's the Cavalcade's friendly seat that places it barely ahead of the Harley in pure, long-haul comfort. In fact, the only blemish on the Suzuki's record is its merely average level of wind protection.

Without a doubt, though, the plushest of the touring bikes here turns out to be the Yamaha Venture. The Royale's seat, in particular, was the most-comfortable of the six, because the foam padding is accommodating without being excessively soft. In addition, the Yamaha's backrest provides plenty of support while the side bolsters add to the overall feeling of comfort. Moreover, the Venture combines it top-notch seat with the second-best weather protection of the bunch. All together, the Royale gives an unsurpassed level of comfort—the kind that lets me ask about engine response and brake performance, not how soon we can stop. *—Andrea King*

CYCLE GUIDE SPECIFICATIONS

MOTORCYCLE	BMW K100RT	H-D FLTC	HONDA ASPENDCADE
IMPORTER/MANUFACTURER	BMW of North America Inc., BMW Plaza, Montvale, New Jersey 07645	Harley-Davidson Motor Co. Inc., 3700 W. Juneau Ave., Milwaukee, Wisconsin 53201	American Honda Motor Co. Inc., 100 W. Alondra Blvd., Gardena, California 90247
SUGGESTED RETAIL PRICE	$8971.73, as tested	$9995, as tested	$8298, as tested
ENGINE			
Type	liquid-cooled four-stroke longitudinal horizontal four	four-stroke 45 degree tandem vee-twin	liquid-cooled four-stroke horizontally opposed four
Valve arrangement	double overhead camshafts, two valves per cylinder	pushrod-operated overhead valves, two valves per cylinder	single overhead camshafts, two valves per cylinder
Bore and stroke	67.0mm x 70.0mm	88.8mm x 108.0mm	75.5mm x 66.0mm
Displacement	987.2cc	1337.7cc	1181.9cc
Compression ratio	10.2:1	8.5:1	9.0:1
Engine redline	8500 rpm	5200 rpm	7500 rpm
Carburetion	Bosch LE-Jetronic fuel injection, four 34mm throttle bodies	one 34mm Keihin butterfly-type with accelerator pump	four 30mm Keihin constant-vacuum
Air filter	disposable paper element	washable oiled foam element	disposable paper element
Lubrication	wet sump	dry sump	wet sump
Starting system	electric only	electric only	electric only
Ignition	transistorized breakerless	transistorized breakerless	transistorized breakerless
Charging system	12-volt; 460-watt alternator, voltage regulator/ rectifier, 30-ampere-hour battery	12-volt; 310-watt alternator, voltage regulator/ rectifier, 19-ampere-hour battery	12-volt; 360-watt alternator, voltage regulator/ rectifier, 20-ampere-hour battery
DRIVETRAIN			
Primary drive	helical gears; 1.000:1 ratio	double-row chain; 1.542:1 ratio	inverted-tooth chain; 1.708:1 ratio
Crankshaft-to-jackshaft drive			
Jackshaft-to-transmission drive			
Clutch	dry, single-plate	wet, multi-plate	wet, multi-plate
Transmission-to-driveshaft drive			straight-cut gears; 0.973:1 ratio
Driveshaft-to-rear-wheel drive	spiral-bevel gears; 2.910:1 ratio		spiral-bevel gears; 2.833:1 ratio
Final drive		toothed belt; 2.188:1 (70/32) ratio	

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	4.497	13.082	5.68	3.241	10.953	6.67	2.571	12.105	6.13
II	2.959	8.608	8.64	2.210	7.456	9.78	1.667	7.848	9.45
III	2.304	6.703	11.09	1.603	5.408	13.48	1.250	5.885	12.60
IV	1.879	5.466	13.60	1.233	4.160	17.53	1.000	4.708	15.75
V	1.666	4.848	15.33	1.000	3.374	21.61	0.800	3.766	19.69

SUSPENSION/WHEEL TRAVEL			
Front	BMW, 41.4mm stanchion tube diameter/ 6.7 in. (170mm)	Showa, 41mm stanchion tube diameter/ 5.0 in. (128mm)	Showa air-spring, 41mm stanchion tube diameter, 4-position adjustable brake-actuated hydraulic anti-dive/4.5 in. (113mm)
Rear	single Boge Nivomat self-leveling shock/ 4.2 in. (107mm)	dual Showa air-spring shocks/ 3.0 in. (75mm)	dual Showa air-spring shocks/ 4.1 in. (103mm)
BRAKES			
Front	dual double-action hydraulic calipers, 11.0-in. (280mm) effective disc diameter	dual single-action hydraulic calipers, 11.2-in. (284mm) effective disc diameter	dual single-action hydraulic calipers, 10.7-in. (273mm) effective disc diameter
Rear	double-action hydraulic caliper, 11.1-in. (281mm) effective disc diameter	single-action hydraulic caliper, 11.6-in. (295mm) effective disc diameter	single-action hydraulic caliper, 11.4-in. (289mm) effective disc diameter
TIRES			
Front	110/90V18 Continental Supertwin TK22 tubeless	MT90S16 Dunlop K291T Touring Elite tubeless	130/90-16 67H Dunlop Qualifier F11A tubeless
Rear	130/90V17 Continental Supertwin TK44 tubeless	MT90S16 Dunlop K291T Touring Elite tubeless	150/90-15 74H Dunlop Qualifier K627 tubeless
DIMENSIONS AND CAPACITIES			
Weight	595 lbs. (269.9kg)	748 lbs. (339.3kg)	761 lbs. (345.2kg)
Weight distribution	45.5% front, 54.5% rear	44.6% front, 55.4% rear	45.0% front, 55.0% rear
Gross vehicle weight rating (GVWR)	992 lbs. (450.0kg)	1216 lbs. (551.6kg)	1180 lbs. (535.2kg)
Load capacity (with full fuel tank)	365 lbs. (165.6kg)	435 lbs. (197.3kg)	386 lbs. (175.1kg)
Wheelbase	60.1 in. (1527mm)	62.3 to 63.9 in. (1582 to 1622mm)	63.6 in. (1615mm)
Seat height	32.1 in. (816mm)	31.3 in. (796mm)	31.7 in. (804mm)
Handlebar width	27.1 in. (689mm)	31.4 in. (798mm)	32.3 in. (820mm)
Footpeg height	12.2 in. (309mm)	12.2 in. (310mm)	11.6 in. (295mm)
Ground clearance	5.5 in. (140mm), at centerstand	5.2 in. (133mm), at frame crossmember	5.1 in. (129mm), at centerstand
Steering head angle	27.5 degrees from vertical	26.0 degrees from vertical	30.0 degrees from vertical
Front wheel trail	3.98 in. (101mm)	6.16 in. (157mm)	4.65 in. (118mm)
Frame	tubular mild steel, no front downtubes	tubular, stamped and box-section mild steel, double front downtubes	tubular mild steel, double front downtubes
Oil capacity	3.8 qt. (3.6/)	4.0 qt. (3.8/)	3.4 qt. (3.2/)
Fuel tank	aluminum, 5.2 gal. (19.5/), no reserve	steel, 5.2 gal. (19.6/), including 0.7 gal. (2.6/) reserve	steel, 5.5 gal. (20.8/), no reserve
Instrumentation	speedometer, odometer, tripmeter resettable to zero, tachometer, LCD digital 24-hour clock	speedometer, odometer, tripmeter resettable to zero, tachometer, fuel gauge, oil temperature gauge, oil pressure gauge, voltmeter, clock	LCD digital speedometer, odometer, LCD count-up tripmeter resettable to zero, LCD count-down tripmeter resettable from 1 to 999 miles, LCD digital tachometer, LCD digital gear-position indicator, LCD fuel gauge, LCD coolant temperature gauge, LCD suspension air-pressure readout, LCD radio frequency readout, LCD digital clock
PERFORMANCE			
Fuel consumption range	39 to 44 mpg (17 to 19 km/l)	39 to 48 mpg (17 to 19 km/l)	32 to 48 mpg (14 to 20 km/l)
Average fuel consumption	42 mpg (18 km/l)	43 mpg (18 km/l)	41 mpg (18 km/l)
Cruising range, maximum	203 to 229 miles (327 to 369 km)	160 to 255 miles (257 to 410 km)	176 to 264 miles (283 to 425 km)
Cruising range, reserve only	no reserve	22 to 34 miles (35 to 55 km)	no reserve
Speedometer error, 30 mph indicated	29 mph actual	29 mph actual	28 mph actual
Speedometer error, 55 mph indicated	53 mph actual	55 mph actual	52 mph actual
Best 1/4-mile acceleration	13.225 sec., 98.90 mph (159 kph)	14.378 sec., 90.00 mph (145 kph)	13.590 sec., 96.56 mph (155 kph)
Top speed (observed)		107 mph (172 kph)	
Top speed (calculated at redline)	130 mph (210 kph)		148 mph (238 kph)
Stopping distance from 30 mph	32 ft. (9.8m)	33 ft. (10.1m)	30 ft. (9.2m)
Stopping distance from 60 mph	124 ft. (37.8m)	141 ft. (43.0m)	120 ft. (36.6m)
WARRANTY	36 months, unlimited mileage	12 months, unlimited mileage	12 months, unlimited mileage
AVAILABLE COLORS	Diamond Silver Metallic only	candy burgundy and slate; candy blue and slate; candy burgundy and candy red; black and candy burgundy; Arctic white and champagne gold	beige, silver or blue

All weights and measurements are taken with machine unladen and fuel tank empty.

KAWASAKI VOYAGER	SUZUKI CAVALCADE	YAMAHA VENTURE ROYALE
Kawasaki Motors Corp., 2009 E. Edinger Ave., Santa Ana, California 92711	U.S. Suzuki Motor Corp., 3251 E. Imperial Highway, Brea, California 92621	Yamaha Motor Corp. U.S.A., 6555 Katella Ave., Cypress, California 90630
$8299	$7999	$7999
liquid-cooled four-stroke transverse vertical six	liquid-cooled four-stroke 82 degree tandem vee-four	liquid-cooled four-stroke 70 degree tandem vee-four
double overhead camshafts, two valves per cylinder	double overhead camshafts, four valves per cylinder	double overhead camshafts, four valves per cylinder
62.0mm x 71.0mm	81.0mm x 66.0mm	79.0mm x 66.0mm
1286.1cc	1360.4cc	1294.0cc
9.3:1	9.5:1	10.5:1
8250 rpm	7000 rpm	7500 rpm
Nippondenso electronic fuel injection, three 32mm two-barrel throttle bodies	four 33mm Mikuni constant-vacuum	four 35mm Mikuni constant-vacuum
disposable paper element	disposable paper element	disposable paper element
wet sump	wet sump	wet sump
electric only	electric only	electric only
transistorized breakerless	transistorized breakerless	transistorized breakerless
12-volt; 500-watt dual alternators (200W left; 300W right), voltage regulator/rectifier, 14-ampere-hour battery	12-volt; 500-watt alternator, voltage regulator/rectifier, 20-ampere-hour battery	12-volt; 420-watt alternator, voltage regulator/rectifier, 20-ampere-hour battery
	helical gears; 1.756:1 ratio	straight-cut gears; 1.776:1 ratio
inverted-tooth chain; 1.333:1 ratio		
inverted-tooth chain; 1.381:1 ratio		
wet, multi-plate	wet, multi-plate	wet, multi-plate
spiral-bevel gears; 0.731:1 ratio	spiral-bevel gears; 1.000:1 ratio	spiral-bevel gears; 0.778:1 ratio
spiral bevel gears; 3.400:1 ratio	spiral-bevel gears; 2.667:1 ratio	spiral-bevel gears; 3.330:1 ratio

Internal gear ratio	Overall gear ratio	MPH per 1000 RPM	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
2.563	11.723	6.44	2.750	12.878	5.77	2.600	11.849	6.33
1.800	8.235	9.17	1.684	7.887	9.42	1.773	8.079	9.28
1.375	6.290	12.01	1.250	5.854	12.69	1.348	6.142	12.21
1.111	5.083	14.86	1.000	4.683	15.87	1.069	4.871	15.40
0.931	4.259	17.74	0.852	3.989	18.63	0.906	4.130	18.16

Kayaba air-spring, 41mm stanchion tube diameter/ 5.8 in. (148mm)	Kayaba, 41mm stanchion tube diameter/ 5.3 in. (134mm)	Kayaba air-spring, 40mm stanchion tube diameter, electrically-actuated hydraulic anti-dive/ 5.1 in. (129mm)
dual Kayaba air-spring shocks, 4-position adjustable rebound damping/3.2 in. (81mm)	dual Kayaba air-spring shocks/ 4.2 in. (107mm)	single Yamaha air-spring shock, 4-position adjustable rebound damping/4.3 in. (108mm)
dual single-action hydraulic calipers, 11.7-in. (297mm) effective disc diameter single-action hydraulic caliper, 12.9-in. (328mm) effective disc diameter	dual double-action hydraulic calipers, 10.7-in. (272mm) effective disc diameter double-action hydraulic caliper, 11.6-in. (294mm) effective disc diameter	double-action hydraulic caliper, 11.8-in. (299mm) effective disc diameter double-action hydraulic caliper, 12.5-in. (317mm) effective disc diameter
MR90-18 Dunlop Qualifier F11 tubeless MU90-16 Dunlop Qualifier K427M tubeless	130/90-16 67H Dunlop Qualifier F11A tubeless 150/90-15 74H Dunlop Qualifier K925 tubeless	120/90-18 65H Dunlop Qualifier F16 tubeless 140/90-16 71H Dunlop Qualifier K827 tubeless
878 lbs. (398.3kg)	806 lbs. (365.6kg)	784 lbs. (269.9kg)
43.4% front, 56.6% rear	43.4% front, 56.6% rear	45.0% front, 55.0% rear
1285 lbs. (582.9kg)	1300 lbs. (590kg)	1168 lbs. (529.8kg)
363 lbs. (164.7kg)	457 lbs. (208kg)	351 lbs. (159.2kg)
65.4 in. (1661mm)	66.0 in. (1677mm)	62.8 in. (1596mm)
29.6 in. (753mm)	31.5 in. (801mm)	32.0 in. (813mm)
adjustable from 31.1 to 34.4 (790 to 875mm)	31.5 in. (80mm)	32.2 in. (817mm)
10.8 in. (275mm)	11.5 in. (293mm)	11.3 in. (288mm)
5.4 in. (138mm), at exhaust shield	5.2 in. (133mm), at exhaust pipes	4.6 in. (117mm), at lower fairing
28.5 degrees from vertical	29.0 degrees from vertical	28.5 degrees from vertical
4.92 in. (125mm)	4.69 in. (119mm)	4.92 in. (125mm)
tubular mild steel, double front downtubes	tubular mild steel, double front downtubes	tubular mild steel, double front downtubes
4.8 qt. (4.5/)	3.4 qt. (3.2/)	5.0 qt. (4.7/)
steel, 7.1 gal. (27.0/), including 1.3 gal. (5.0/) reserve	steel, 5.8 gal. (22.0/), no reserve	steel, 5.3 gal. (20.1/), including 0.9 gal. (3.3/) reserve
LCD digital speedometer, odometer, LCD tripmeter resettable to zero, LCD bar-graph tachometer, LCD fuel gauge, LCD coolant temperature gauge, LCD voltmeter, LCD monitor system, LCD overdrive indicator, LCD cruise indicator, LCD compass, LCD clock/radio-frequency display, LCD trip computer, suspension air-pressure gauge,	speedometer, odometer, tripmeter resettable to zero, tachometer, coolant temperture gauge, fuel gauge, LCD digital clock, LCD radio frequency readout, LCD gear position indicator	speedometer, odometer, tripmeter resettable to zero, tachometer, coolant temperature gauge, voltmeter, LCD monitor system, LCD fuel gauge, LCD gear-position indicator, LCD clock/stopwatch, LED radio frequency readout, LCD CB frequency readout, LCD suspension air-pressure readout
32 to 39 mpg (14 to 17 km/l)	32 to 43 mpg (14 to 18 km/l)	39 to 44 mpg (16 to 19 km/l)
35 mpg (15 km/l)	37 mpg (16 km/l)	43 mpg (18 km/l)
227 to 277 miles (366 to 446 km)	139 to 284 miles (224 to 457 km)	207 to 233 miles (333 to 375 km)
42 to 51 miles (67 to 82 km)	no reserve	35 to 40 miles (56 to 64 km)
28 mph actual	30 mph actual	30 mph actual
52 mph actual	53 mph actual	54 mph actual
13.240 sec., 99.44 mph (160 kph)	12.881 sec., 101.12 mph (163 kph)	12.988 sec., 101.01 mph (163 kph)
119 mph (192 kph)	115 mph (185 kph)	136 mph (219 kph)
36 ft. (11.0m)	34 ft. (10.4m)	30 ft. (9.2m)
142 ft. (43.3m)	155 ft. (47.2m)	143 ft. (43.6m)
12 months, unlimited mileage	12 months, unlimited mileage	12 months, unlimited mileage
Luminous Vintage Red with Metallic Greystone only	two-tone brown; two-tone gold	Urushi Black/Marshall Gold, Birch Brown/Copper Brown

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GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY LARRY WORKS

COMING SOON

• The balance of trade in the sportbike economy has been decidedly unbalanced for years. Not since the early rounds of the Sportster vs. Bonneville title fights of the '60s has American hardware held its own in the sportbike arena. Sportbikers, all but a dedicated few, have come to view Milwaukee as the point of origin of post-ride libation, not the home of a legitimate sportbike. For the majority, the only solutions to a two-wheel sporting proposition have been limited to non-domestic hardware. Amid a heady mixture of Bimotas, Moto Martins, Ninjas, GSX-Rs, FZs and the like was always something to stir the blood.

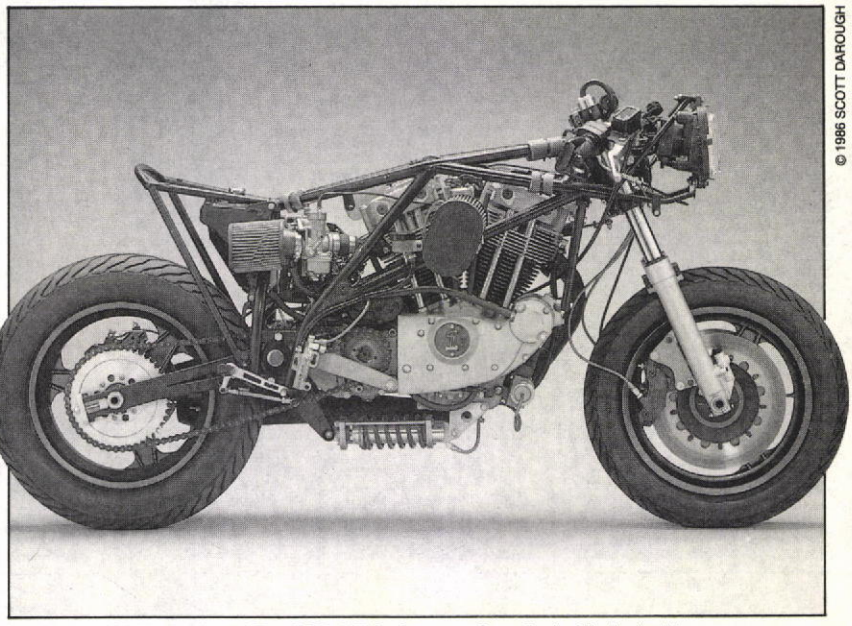
No more. Oh, the imported stuff is still stirring, unquestionably so, but these days it has to contend with a bit of American ingenuity: the Buell RR-1000.

Its designer, Erik Buell, former AMA Expert roadracer and H-D chassis designer, wanted an American machine to stand toe-to-toe with the best of the world's sportbikes. Practicality dictated he start with an engine that was already EPA-certified, and he chose the XR-1000 Harley vee-twin; in its standard state of tune, it yields more horsepower than the newer V² motors. To house the XR motor, he designed a chromoly space frame with a four-point rubber mounting system. His chassis incorporates a single Works Performance reservoir-type rear shock with adjustments for both damping and preload. The RR's 42mm-diameter front fork is equally adjustable, and includes an adjustable electro-pneumatic anti-dive system in the bargain.

Adjustability was only one of Buell's concerns, of course. To match the cream of the sportbike crop, his bike had to be aerodynamically efficient and relatively light. Buell's attention to airflow can be seen from the enclosed front wheel through the vented, full-enclosure bodywork to the sloping tail section. His weight-watching is just as evident. Dymag 16-inch magnesium wheels keep unsprung weight to a minimum, as do Stainless Clad Aluminum brake rotors, front and rear. The result of shaving ounces here and there is a claimed weight just under 400 pounds for the race version with its six-gallon fuel tank empty; a street version, identical except for its full lighting, weighs in 30 pounds heavier.

But it's the lighter bike you'll be seeing more of; at least Buell hopes so. His plan is get the RR-1000 homologated under AMA Superbike rules. Now, the 50 machines it will take to qualify for AMA racing won't fully rebalance the sportbike balance of trade, but it's a start. And for those of you with the required depth of pocket, $7500 for the racebike rolling chassis, $1000 more for the street version, there's finally some home-grown hardware that can mix with world-class sportbike exotica.

Continued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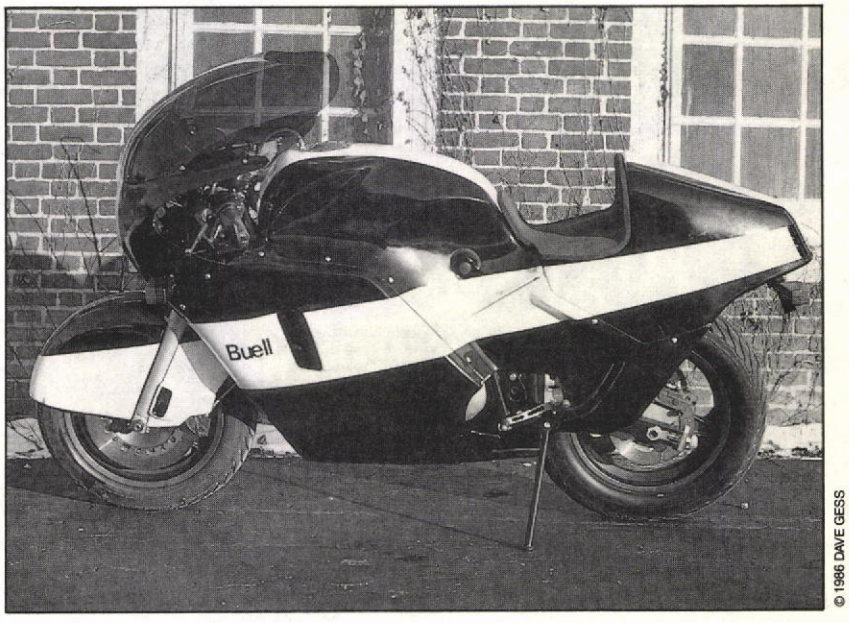
Side view of fully enclosed Buell RR-1000 gives no clue of what lurks inside

But underneath the fiberglass beats a heart of All-American Real Steel.



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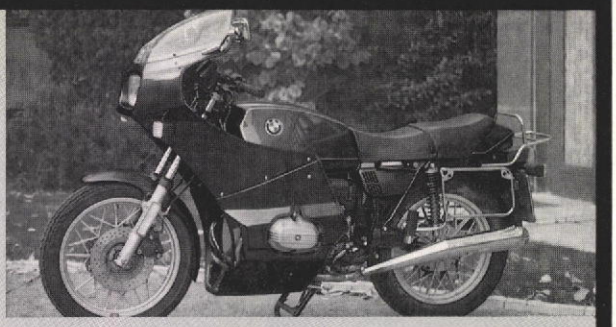

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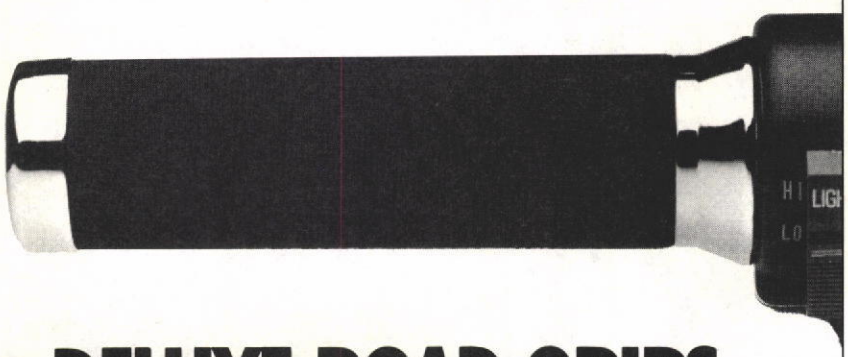

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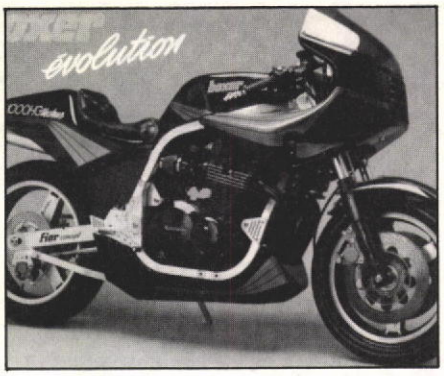

Boxer 1000HG and Xar are virtual clones

New tract homes for Kawasaki engines.

Dual headlamps mark Boxer's 750 Sensor

Vee-four Honda in endurance-racer drag.

• Mention "boxer" to a motorcyclist and nine times out of 10 he thinks of an opposed-twin BMW—but that might well change. There's another Boxer in the motorcycle business, these days: Boxer Bikes. This French manufacturer of high-tech rolling chassis is building a following, starting with the design and construction of its two-wheel Lamborghini (Coming Soon, February 1986). Now, there are frame kits and there are frame kits, but few others—if any—offer the opportunity of the Boxer-built units to custom-tailor the bike to your specifications. Not only can you dial in your personal preferences to the single Fox rear shock and the 42mm-diameter Ceriani front fork; both steering head angle and swingarm-pivot height are adjustable, too. A dry weight of under 400 pounds is claimed for each of the different Boxerbikes, made possible in part by an under-20-pound frame. Variations on that frame—and the bodywork—accommodate current 750cc–1100cc engines

Continued

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Of course, there's also the Interstate.™ Like the Aspencade, its wind tunnel-designed fairing and luggage create an air envelope around both rider and passenger. And flow-through ventilation for comfort.

With complete air-adjustable suspension and

The Gold Wings have a 24-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. California version differs slightly due to... brochure, see your Honda dealer. Or write: American Honda, Dept. 270, P.O. Box 7935, Yorba Linda, CA 92686-7935. © 1985 American Honda Motor Co., Inc. (6/86)

UN, YOU'LL SEE ANY SHORT CUTS.

exclusive Variable Hydraulic Damping (VHD™) shocks in the rear, the Interstate delivers an exceptionally smooth ride.

THEY'RE FIRST BECAUSE THEY LAST. All Gold Wings are designed to be maintenance-free. With features like Hydraulic Valve Adjusters, self-adjusting hydraulic clutch, solid state ignition and shaft drive.

Gold Wings, like the Aspencade and Interstate, don't take any shortcuts. They're built for the long run.

RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Always ride at a safe speed. If you're riding a new or unfamiliar machine, take it extra easy.

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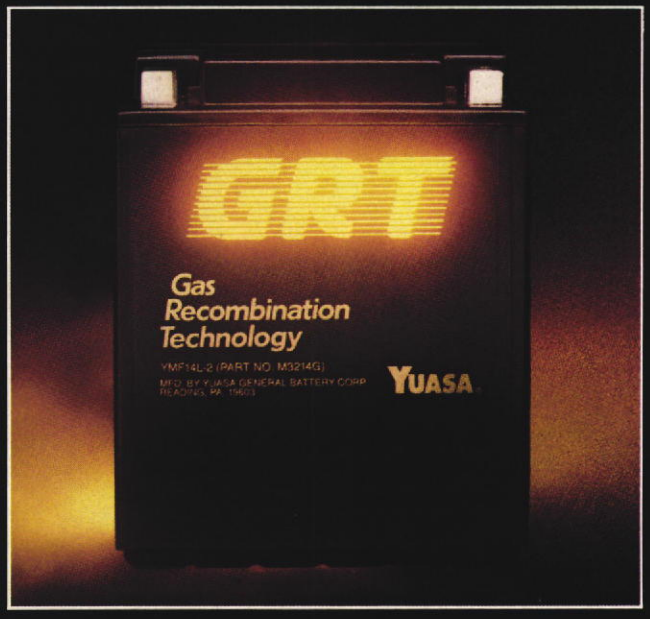
It had to happen someday. And frankly, it took the science and engineering of Yuasa to do it. After years of research, Yuasa is pleased to announce the new Yuasa GRT, the world's finest motorcycle battery that is maintenance free (you NEVER add water) and positively spillproof, even when turned upside down.

This special battery, a product of Yuasa's Gas Recombination Technology (GRT), has a special design that eliminates water loss, permitting the battery to be permanently sealed after it is initially filled with acid.

The all-new GRT is of lead/calcium design, producing high rate discharge current for starting, combined with excellent reserve capacity. Of course, the GRT easily meets or exceeds the power requirements of all OE manufacturers.



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YMF14L-2 battery shown, $64.95 plus $5.00 shipping.

from Kawasaki and Honda, but so far the firm is "Boxer" in name only. As yet there are no BMW Boxer Boxers.

• Which is not to say there are no new BMW conversions. There are, as this Wulf BMW clearly demonstrates. This remake of the K100RS includes a frame-mount fairing with Hella H4 headlamp, as well as new seat, side panels, fender, and Baumeister aluminum rearsets. Nico Bakker or Dutch-made Laser exhaust systems are offered as options. The bottom line on the Wulf BMW isn't just a restyled Beemer, though; the full treatment is claimed to slice 44 pounds from the stock BMW.

Wulf bodywork transforms K100 Beemer

But it's not cheap in Wulf's clothing.

FEDERAL CASES

• Ever hear of the Driver's License Compact? No, it isn't a mirrored, tortoise-shell case to hold your driver's license. It's an agreement between a majority of states that calls for a reciprocal reporting of traffic tickets. The states that subscribe to this compact are: Alabama, Arizona, Arkansas, California, Colorado, Delaware, Florida, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Maine, Mississippi, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, Oklahoma, Oregon, Tennessee, Utah, Virginia, Washington and West Virginia. If you get a ticket in one of these states—and you live in another of them—you can count on an unpleasant reminder of that ticket showing up on your driving record when you return home.

• You might try to avoid any tickets by using a radar detector, which is unfortunately illegal in some states. One of those currently is Connecticut, but that state's ban on microwave detection will be a thing of the past if a new bill, 14-137, is passed. The measure would repeal the state's ban, which now carries a $40 fine for convicted users.

• Radar use also was the subject of a recent case referred to the Alabama Criminal Court of Appeals. The case reportedly involves an Alabama judge who ordered a special $50 fine imposed on every speeder caught using a radar detector. The case hinges on whether or not the judge was in effect enforcing a state law that didn't exist. The Radio Association Defending Airwave Rights—RADAR—is attempting to get the fines returned.

• Helmets, of course, are a continuing source

Continued

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This is the same **Carrera** helmet that retails for $129. and has been featured in many enthusiast magazines such as *Cycle, Cycle World, Rider, Hot Bike,* and *Motorcyclist* and has been referred to as one of **"the latest and trickest...quality German craftsmanship and engineering!"** Some of its features are found only on helmets at twice the price.

NEWPORT BEACH, CALIFORNIA During a limited time, the incomparable style and prestige of the internationally famous **Carrera Le Mans** helmet, one of Germany's finest is finally being offered to the American public in this exclusive promotional campaign — **not** for its $129. retail price—but for an amazing **$69* each!**

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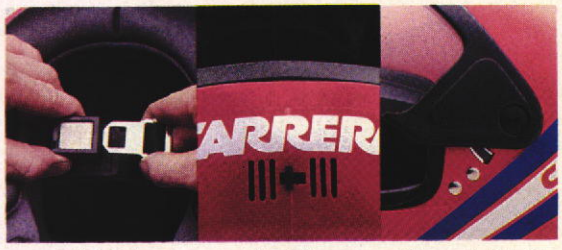
For years our company has searched the world over for the best helmet values and have now entered into an exclusive agreement with **Germany's leading helmet** producer to buy and market the entire U.S.-bound **Carrera** inventory in an effort to gain a "foothold" in the huge North American motorcycle helmet market. Because we are selling direct, there is **no middleman mark-up.** And, since we're dealing in volume, we can pass along a tremendous savings to you. But remember, **this offer won't last forever.**

IS IT GOOD?

This helmet reflects the precision German craftsmanship that's made the name **Carrera** synonymous with high quality. Anatomically designed and wind tunnel tested, the **Carrera Le Mans** helmet has been popular with the European motorcycle racing community for some time. The popular **Carrera** is made from one of the "new" synthetics called Polyamide Nylon (superior to Polycarbonate) — a rugged material that's impervious to the effects of gas, brake fluid, solvents or cleaners. Each helmet carries a *full one-year warranty.*

The **Carrera** helmet features an **anti-scratch/anti-fog face shield** (an optional, extra cost item on most other helmets) and patented **Magnetic-track shield closure system,** for greater rider comfort. An adjustable front-to-rear **air ventilation system** and a patented **quick-release chin strap mechanism** that operates with or without gloves on. All this, **plus** vivid contrasting **Carrera Graphics** and plush **brushed-nylon** interior with padded neck roll for secure fit.



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These new **Carrera Le Mans** helmets will not be sold at these prices by this company in any store. To order one, select your size from the chart below, choose color(s) (black, red, white), then write us directly or call our **Toll-Free Hotline** (have your credit card ready).

Carrera Sizing Chart	
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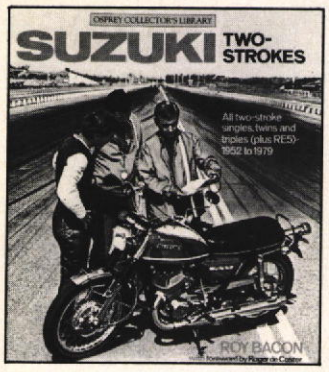
Book Review



Suzuki Two-Strokes
by Roy Bacon
192 pages, $19.95
U.S. distribution by
Classic Motorbooks
P.O. Box 1/CG
Osceola, Wisconsin 54020

• A book solely about a modern bikebuilder's two-strokes will almost always provide a skewed history of the marque—with one exception: Suzuki. From its 1952 36cc Power Free through the era of the 750 Water Buffalo, Suzuki was identified almost exclusively with two-strokes. In telling that story, "Two-Strokes" offers glimpses of Suzuki's history, from the firm's early manufacturing of treadle looms to the production of today's superbikes.

The tale starts well, with background on the post-World War II Japanese motorcycle industry and its virtual prohibition of foreign motorcycles. This brief history of a time that saw nearly 100 Japanese motorcycle companies dwindle to four is fascinating. But when the topic turns to Suzuki itself, the narrative is replaced by an encyclopedic listing of models that fails to link 30-some years of different models into a cohesive whole; the reader is left with a lengthy description of stud patterns and switch clusters.

Such a list might prove useful if it were complete, but the coverage is uneven. The entire RM series is encapsulated by: "Over the years, weight dropped, suspension travel increased, full floater rear suspension came and finally water cooling." That cryptic and skeleton detail is followed by pages on the Graham Beamish trials connection and on the intricacies of British moped laws.

Chapters on Suzuki's involvement in roadracing, motocross, its Triples and the ill-fated Rotary flesh out the text somewhat, but this book's *raison d'être* seems to be as a support mechanism for its apendices, which include specifications and carburetor settings on models from the '50s to date; they do little to enhance the book's readability. This history of Suzuki's two-strokes is strictly one-dimensional.

—Larry Works

Continued

GREGG SMITH RODE TOURMAX INTO THE GROUND.
Gregg Smith, who works as a service consultant for Dun & Bradstreet, averages one-hundred miles a day on his 1983 Yamaha Venture XV12. On September 5, 1984, he had a set of Tourmax™ tires installed with the odometer reading out 54,051 miles.
On May 14, 1985, Gregg wrote to us about Tourmax: "These tires have made a believer out of me! They've traveled 25,401 miles (odometer now at 79,452 miles) and still have several thousand safe miles left on the tread."
"What's more, I found the tires improved my cycle's cornering ability. The tread pattern and generous rain sipes made my daily trips through Southern New England's wet and slippery winter more secure."
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RIDING IMPRESSION:

Sega Roadracer

Four-bit racing.

• So, you've spent years carving apexes at speeds that would make Freddie Spencer swoon, and the factories still haven't offered you a ride? Well, take heart, because for little more than pocket change, a Japanese outfit called Sega will put you in the saddle of a fully faired road rocket that can carry you storming past Fast Freddie like the current champ was standing still. Actually he will be, and so will you, because all this dicing goes no farther than your local video arcade, courtesy of a game called Hang On.

For an entry fee of just 50 cents, you can sign a one-race contract to pilot Sega's factory roadracer against a field of world-class competitors who appear on a screen mounted above the bike's handlebars. You steer just like the big boys—by leaning the bike from side to side—while controlling acceleration and braking with a standard twist grip and brake lever.

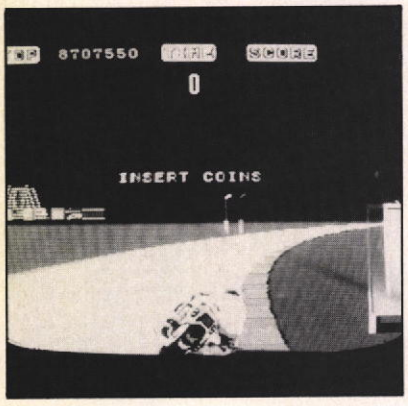
But just because this is a budget effort, that doesn't mean you'll be stuck with last year's technology. The 165-mph Sega sports many of the latest GP innovations, including a unique "total monocoque" design—the entire motorcycle, from gas tank to wheels, is a single molded piece of fiberglass. As a result, the Sega's suspension is a tad stiff, but tire wear, always important in roadracing, is phenomenal.

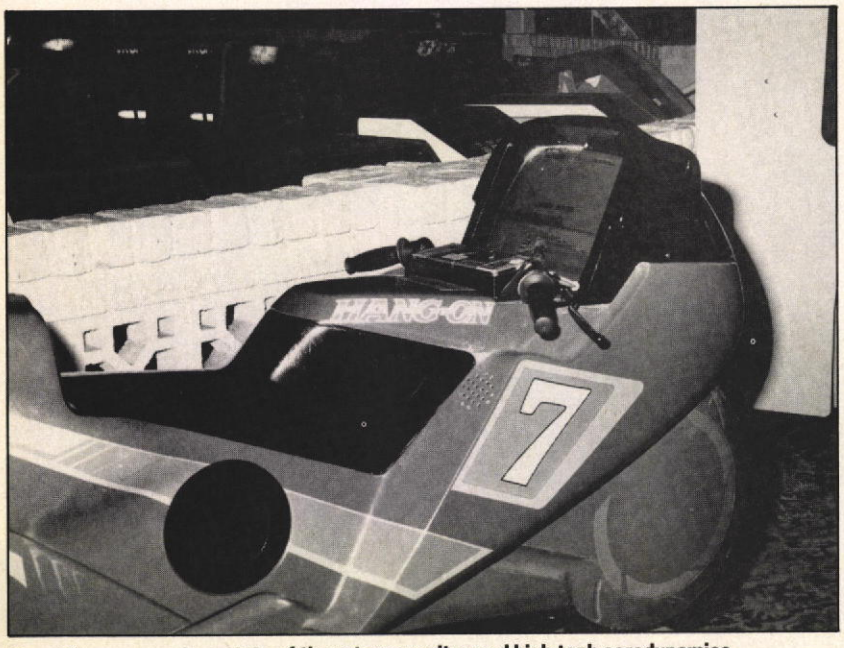
Under racing conditions, the Sega is nothing less than inspiring. Fairings bump in the heat of competition, footpegs scrape under hard cornering, and the engine emits a primal howl capable of transporting even the wimpiest moped rider straight to the grid at Laguna Seca.

A spokesman for Sega USA, which distributes the game in this country, reports that at least 500 units have gone into service since August. Should you decide you don't want to share your ride with other privateers, you can purchase your own Sega Hang On for about $6000. That might seem steep at first, but it's still a bargain in the mega-buck world of Grand Prix roadracing.

And how was it this remarkable work of video vérité came to be? Our spokesman swears that there's this lowly Sega programmer in Japan who has a 500 Honda that he campaigns on weekends, and. . . .

—Terry Cornelius





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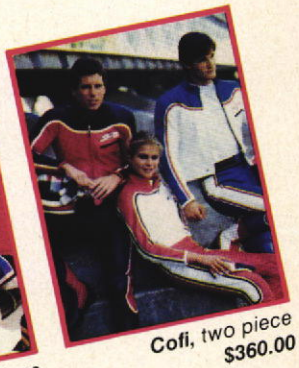

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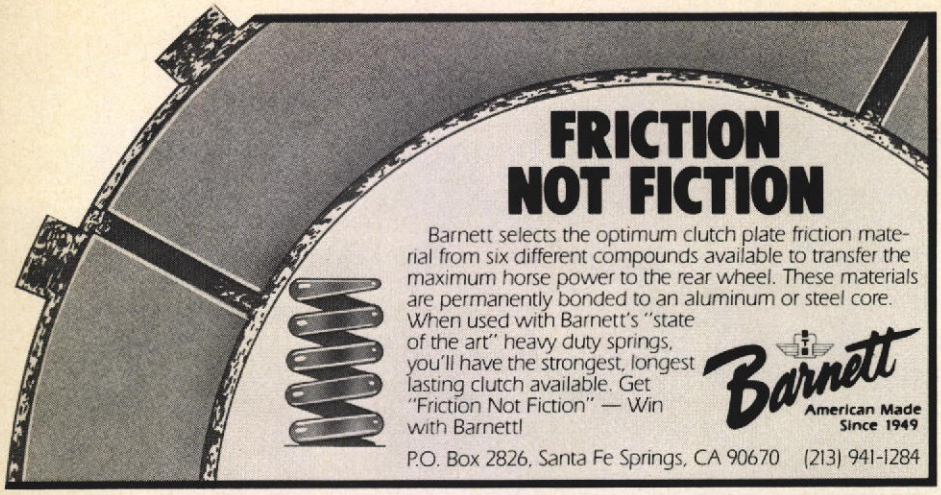
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of motorcycle legislation. Last year saw a repeal of Florida's helmet law in that state's legislature. The repeal never took effect, however, because the measure was vetoed when it reached the governor's office. And the latest chapter in that ongoing controversy could well turn out to be a little sticky for riders there. Current proposals would require that all helmets in use in the Sunshine State bear stickers to attest to compliance with 1974 DOT regulations.

• Those of you who simply have to pull a load behind your bike will have someplace new to ride soon: Australia. The Land Down Under has been off limits to the bike-before-the-cart crowd, because of Australian regulations that forbid motorcycle/trailer rigs. That ban is due to change, though. New regulations will go into effect this summer and will be based on existing Australian statutes covering car/trailer combinations. Those don't, however, ensure that all of Australia will be a trailer paradise. The legislation is a model on which the various states can base their own laws; it doesn't require that every state approve the use of trailers and bikes. At present, the Australian states are a patchwork quilt of differing regulations on the subject, but legal trailer use is expected to become widespread there as a result of the new rules.

• Finally, there's a kicker to last month's reports of new restrictions for German riders. Regulations that have just gone into effect in Germany limit newly licensed riders to bikes of less than 27 horsepower for two years; a minimum weight-to-power ratio of 7:1 is allowed for bikes in the restricted class. There is no restriction on engine displacement, however, and overseas sources tell of plans already underway to produce full-size tourers with drastically reduced power outputs to accommodate the regulation. Reportedly, the bikes will be built so they can be returned to full-power, "stock" configuration when the two-year restriction period expires.

RUMORS

• Most prominent of this month's bumper crop of motorcycle could-be concerns a bit of All-American home brew. The talk in certain quarters—naturally those with firmly closed doors—is that Harley-Davidson might be viewing the Buell RR-1000 (Coming Soon, page 41) with a bit of an acquisitive eye. Insiders have reported that Harley-Davidson Motor Co., looking flush and well-heeled with its recently refinanced loan package (Hard Cash, April 1985), could well seek to expand its corporate horizons beyond its traditional cruiser markets. The assumption is that the Buell bike, as American as apple pie and powered by a bone-stock XR-1000 motor, offer plenty of advantages, and few if any drawbacks, for the Milwaukee manufacturer. And those who fancy studying balance sheets point out that Harley's previous loan package produced almost instant results in the form of the Evolution V² motors. There are plenty of no-com-

Continued

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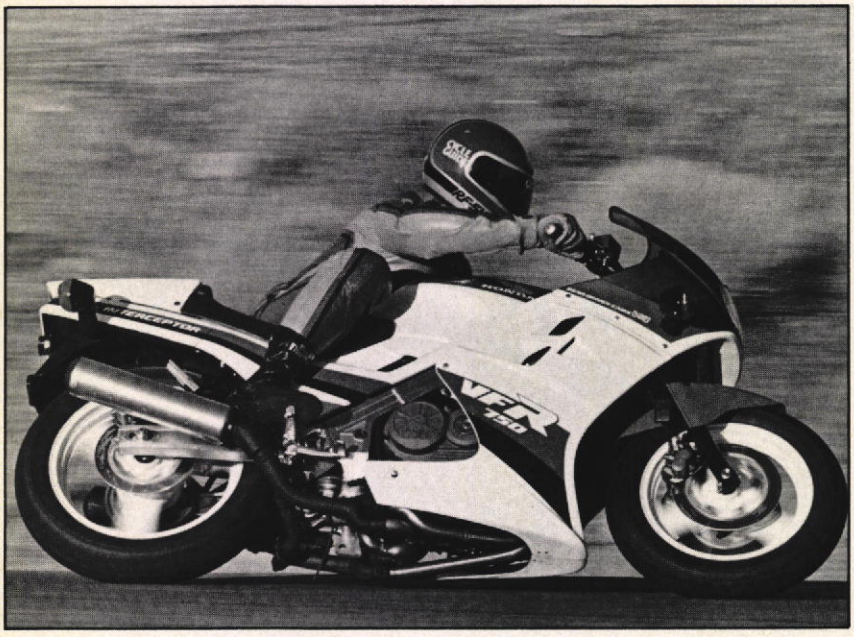
RIDE/REPORT:

Honda VFR750F Interceptor

Only the name remains the same.



PHOTOGRAPHY © 1986 JERRY SMITH

• The last time we had Honda's all-new VFR750 in our hands, we weren't pleased with its performance. In fact, the bike didn't perform at all: The pre-production 750 given to us for technical analysis, while cosmetically whole, was not a runner. In the meantime, Honda has finalized most of the new Interceptor's specifics, and so brought two pilot-production units to Willow Springs Raceway for us to sample.

But as Honda spokesmen warn, the red-white-and-blue VFRs we rode at Willow are pilot-production units—bikes built during assembly-line setup—and the actual production bikes might have a slightly higher power output. Even if that falls through, the Interceptor won't be wanting for horsepower. Honda claims the 748cc, liquid-cooled vee-four produces 105 horsepower at a lofty 10,500 rpm, and several laps around Willow on the VFR seemed to substantiate that claim. What's more, the Interceptor's impressive peak power doesn't come at the expense of tractability. Much like Honda's previous vee-fours, the VFR750 begins making usable power from just above idle, and will pull up to—and past—its 11,500-rpm redline. But unlike the almost featureless power delivery of the earlier VF750, the VFR possesses a definite kick near 6000

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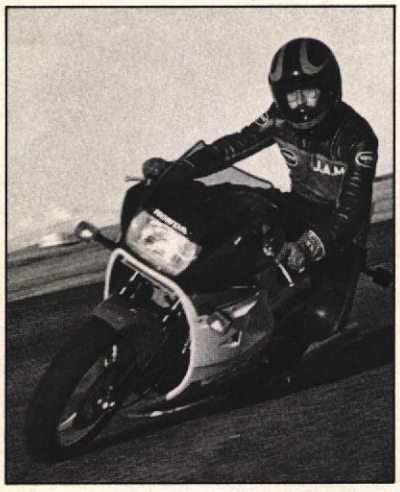
rpm, accompanied by a more urgent exhaust note than the VF750F's.

The VFR750 also departs from previous Interceptor practice with its aluminum frame. This frame, Honda says, offers substantial weight savings as well as increased rigidity compared to the old bike's steel frame. In addition to helping reduce the VFR's weight to a claimed 437 pounds—the VF-F came in at 487 pounds—the new frame shortens the wheelbase 20mm and reduces steering head angle to 27.5 degrees, from 28.

And out on the racetrack, the VFR's reduced size and weight really pay off. Through the tightest of Willow's nine turns, the 750 positively shines: The steering response is right-now quick and as accurate as a certified public accountant. Better yet, the VFR stays stable and reassuring even though turns Eight and Nine, both high-speed sweepers. In many ways, the VFR feels like a torquey, densely packaged NS400, by combining good stability with lightning-quick reflexes.

The VFR750 is similar to the NS in another way; it's quite softly sprung for a sportbike. In the case of the VFR, those light spring rates allow the rear suspension to bottom relatively easily, even with the spring preload—the only adjustment possible—turned all the way up. Likewise, the fork's soft springing can't keep it from bottoming when the powerful twin-piston brakes are used to the fullest, despite the revised TRAC system on the left fork leg.



If that criticism sounds severe, remember that those impressions come from a day at Willow Springs, and as Honda notes, the VFR was designed to be more versatile and comfortable than its 750-class competition, simply because Honda designed it to be more street-oriented than its competition. So while the VFR's soft suspension might keep it from being the perfect off-the-rack racebike, it's a good bet that the new Interceptor will be a one helluva *streetbike.* —*Marc Cook*

Continued

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Mirage is available for nearly every bike. Price range $99.95 (light solar tint) to $109.95 (black bronze). Fit list as of 1985: N2700, N2701 (black bronze)—all motorcycles except as noted: Maduros, Intruder, V-Max, '85 Maxim, Maxim X, and round headlight Viragos. N2704, N2705 (black bronze)—fits the above mentioned exceptions. Additional Bag 77 ($9.00) required for 1" handlebars. MAIL ORDER: Include $20 shipping/handling. Send certified check or money order to: National Cycle, Inc., 2200 Maywood Drive, Box 158, Maywood, IL 60153-0158. (312) 343-0400. Mirage is sold complete and includes rubber headlight gasket.
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ment reponses and knowing smiles on this tidbit; count on hearing more about it in the months to come.

• The next bit of gossamer continues to generate a fair number of smiles, too, but they might not be of the knowing variety. There is a persistent, undaunted and somewhat hopeful group that continues to point to Honda's roadrace dalliance with twin turbos as some kind of proof that a production twin turbo is imminent. The constant repetition begins to sound like little more than hot air, but the prevailing notion in some semi-informed circles is that even though the riding public obviously didn't like turbos once, they're bound to like them twice.

• Far more likely is another bit of pressurized air that has blown up again. This tale is keyed to the premise one major manufacturer finally has found a silver lining to turbocharging, in a venue other than a roadrace track. The thinking here is that even though sportbike riders apparently won't bear the expense of a turbobike, there's a ready-made market that will. Tourers, long known for gadget-hunger and relatively deep pockets, just might pop for a turbodresser, according to some inside talk.

• Another recurrent tale that's surfaced again is that BMW will breathe new life into its Boxers by breathing a little more air into them—through four-valve heads. The unfortunate part about this particular tale is that it's tied to a second half: Four-valve heads are in the offing, but only if BMW still is in the motorcycle business in the near future. Vicious gossip circulating the Continent is that BMW, long the dominant occupant of the sport-touring market niche, is beginning to feel crowded for space. The introduction of the Kawasaki Concours—and the imminent introduction of a host of me-too sport-tourers—finally has positioned BMW in direct competition with Japanese bike-builders, a position BMW finds disadvantageous in the extreme. Sources overseas have reported that BMW might well pack up its two-wheel business and concentrate on automobiles, rather than confront the Japanese motorcycle juggernaut head-on. There's a pleasant conclusion to this bit of backbiting, though. Sources at BMW unequivocally have denied the second half of this rumor, while offering no denial—equivocal or otherwise—on the subject of eight-valve twins.

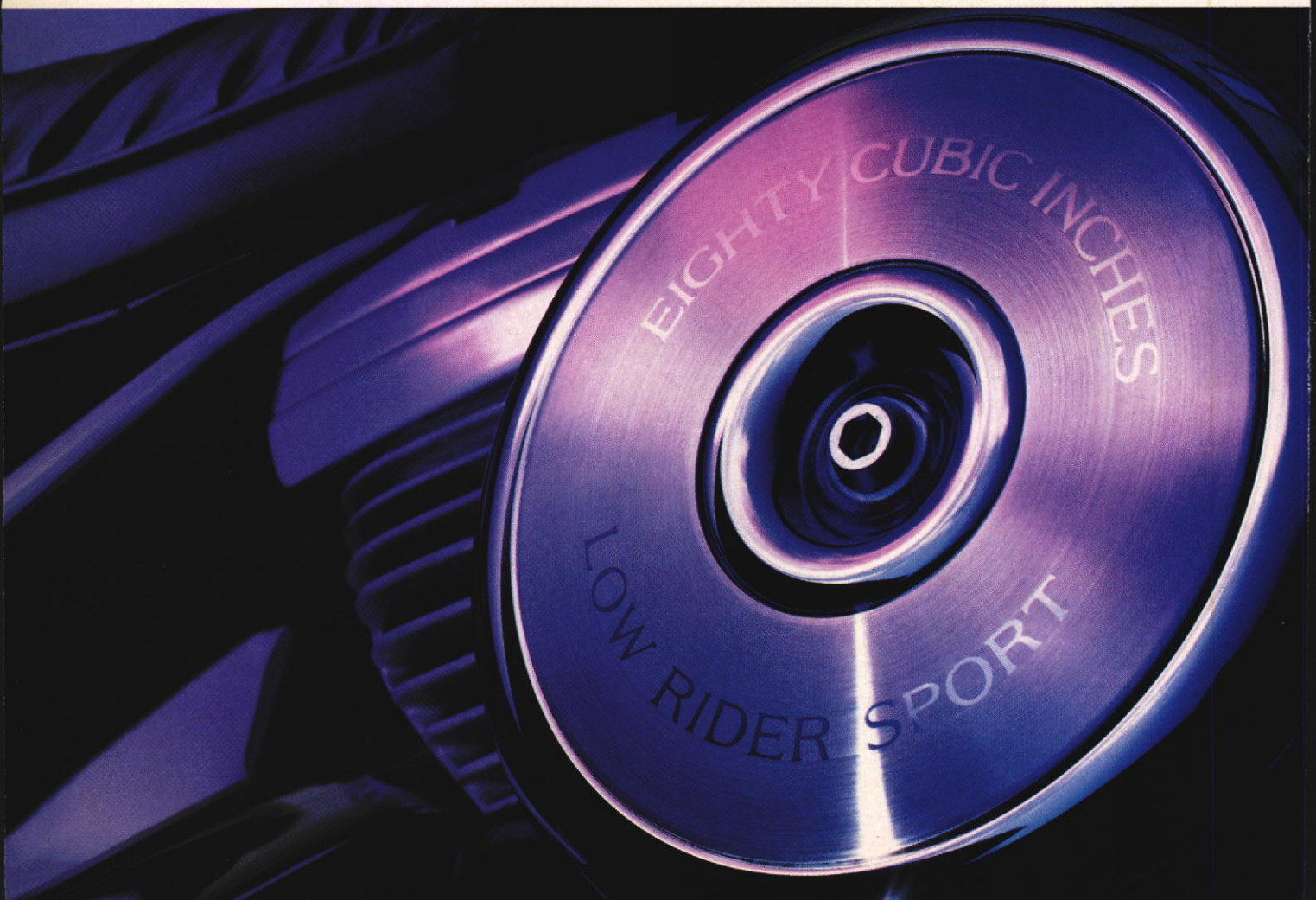
• Something with a bit more foundation concerns a prototype of a fuel-injected two-stroke 125 that Vespa displayed at the Milan Show. The technology involved is proprietary, but it's said to reduce fuel consumption and exhaust emissions dramatically—perhaps by as much as 30 percent. Our man in Italy reports of talk that Vespa is in negotiation with a Japanese builder to produce a fuel-injected 500cc-plus two-stroke sportbike with the U.S. market—and EPA regulations—firmly in mind.

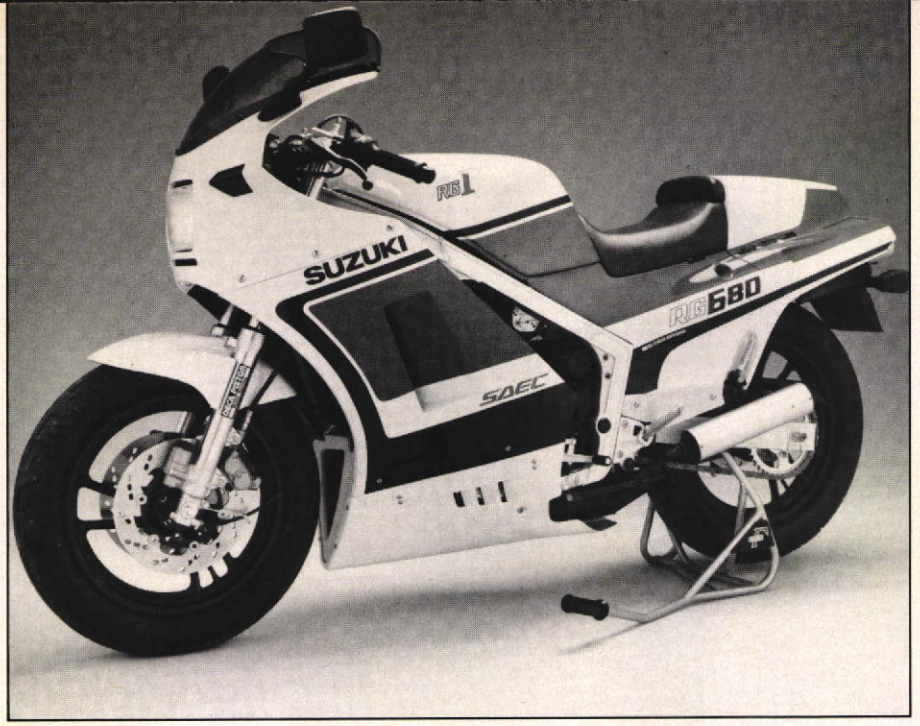
• That rumor of a fuel-injected two-stroke might or might not tie in with some late-breaking reports that Suzuki is in the final stages of development on a RG680 Gamma streetbike. The starting point for this rumorbike is the RG500, of course, but the kicker is the addition of a few numbers. Reportedly, a prototype already has been clocked at 185 mph. Although confirmed horsepower numbers are in short supply, our sources note that plans are in motion for a voluntary *rollback* to 125 horsepower for the British market.

• Other reports on Suzuki indicate that a 750 tourer based on the Intruder is in the offing. Details are sketchy at the moment on this one, but there's a possibility the final form might be more of a mid-distance sport-tourer than a full-blown long-hauler. We've also heard repeated talk of a new, larger Intruder motor, and one insider with a definite appetite for serendipity swears the two rumors are linked—presumably at the motor mounts.

• In a last bit of gossip on Suzuki, there's a well-placed report from overseas that the firm will soon market a new 650 single aimed specifically at the SRX Yamaha market. That should come as no surprise to some, inasmuch as Suzuki introduced a new thumper, the 650 Savage, for 1986. But if this talk of a new, sporty street single pans out as reported, the Savage and the rumorbike will share nothing more than approximate engine displacement.

• Finally, just before the whistle blows and the rumor mill shuts down until next issue,





Talk of new RG680 streetbike includes 125-plus horsepower and 185 mph

Figures that make this rumor even tastier than the ones Gamma used to make.

there's a bit more news to add to last month's speculation on the future of recumbents. The talk was that at least one of the majors was looking at feet-first motorcycles with an eye toward a shaky first step in a new direction. This month, there are reports that Malcolm Newell, designer of the Quasar and Phasar, perhaps the two best-known recumbents, is back at the drawing board, and the driving force behind his last effort will be a fuel-injected GPz1100 motor. You can draw your own conclusions.

HARD CASH

• A record point fund of $275,000 was posted by R.J. Reynolds for riders competing in the 1986 Camel Pro Series. $150,000 of the fund is directed toward the 23-race dirttrack schedule, with prize money to be awarded to the top 10 riders in Mile, Half-Mile, Shorttrack and TT events. The 10 roadracers with the most CPS points in F1, Superbike or a combination of the two will split $100,000 at the end of the 10-race season. The remaining $25,000 will fund a new award, the Camel Challenge Cup, to be presented to the rider with the highest combined point total in both roadrace and dirttrack.

APART FROM THE CROWD

• Call it the Cinderella syndrome. It's the notion that if you can stuff the oversized foot into the glass slipper, the result will be a happy ending. That, apparently, is the premise behind the continuing story of engineers, designers and simply those with excessive parts inventories trying to shoehorn a car motor into something resembling a motorcycle frame. The latest chapter is the Austell, a kitbike of sorts for those with an Austin Mini Cooper en-

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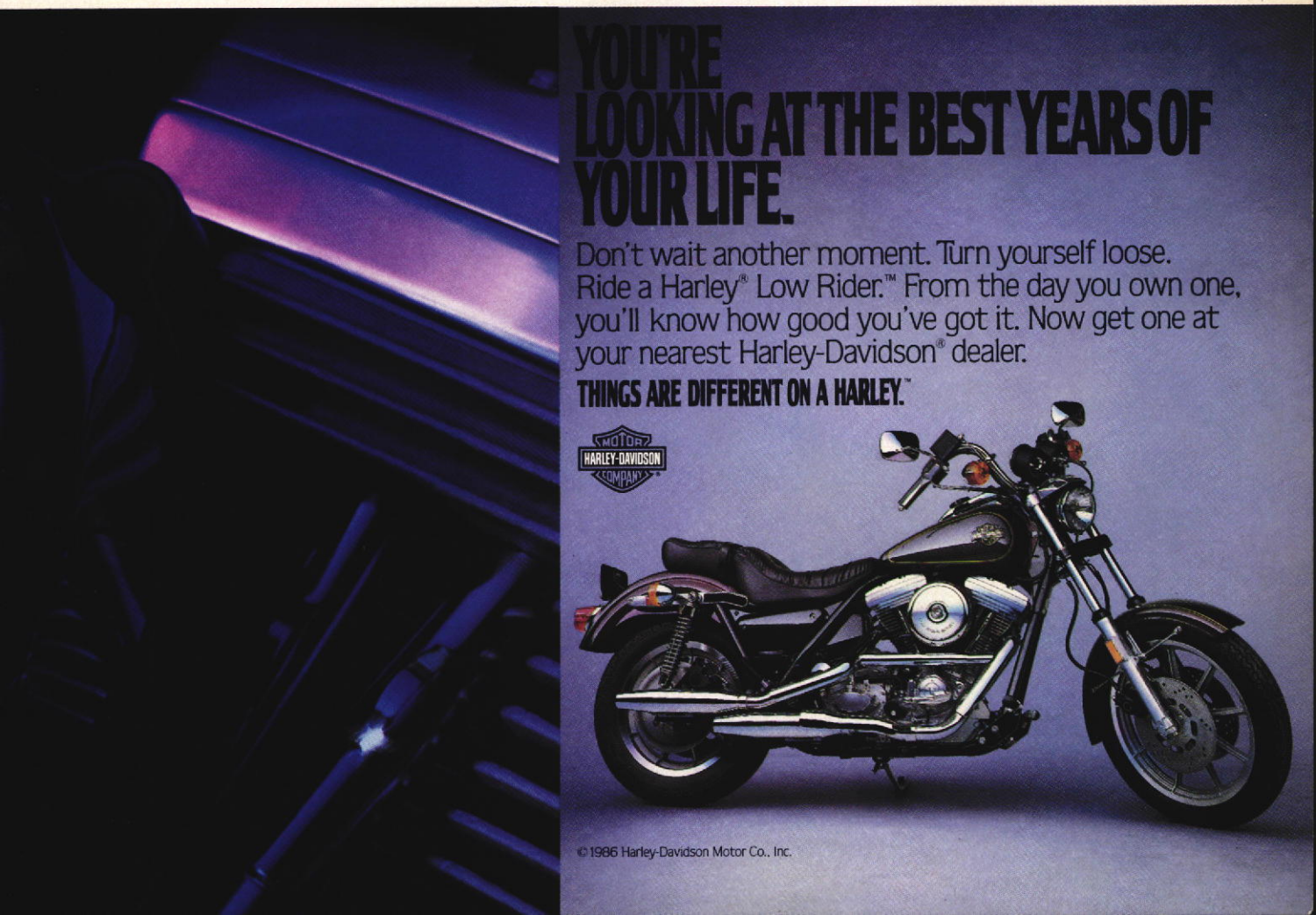
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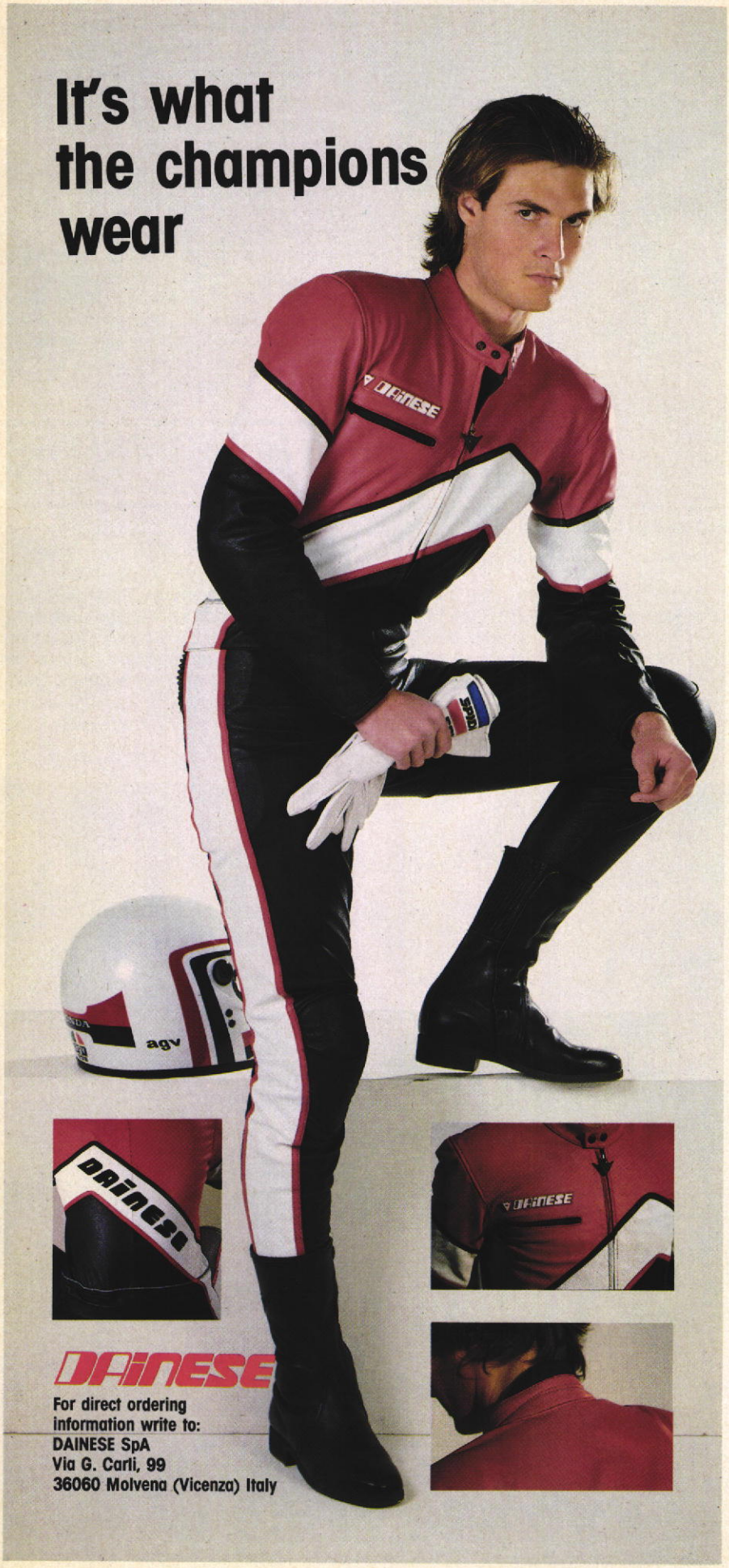

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gine lying about—and a somewhat elephantine view of the One True Motorcycle.

• For those with more traditional tastes in two-wheel transportation, there's a truly classic motorcycle tour to consider. Start with your choice of a Triumph Thunderbird, Norton Dominator or a BSA A10 for six days of touring the islands and backroads of Scotland. This dream of a motorcycle lifetime runs about $600, depending on the season, and includes use of a classic motorcycle, a chase van equipped with spares—parts and bikes—insurance, meals and lodging. Classic Motorcycle Tours, 4 Royal Terrace, Glasgow G3 7NT, Scotland, can provide full information on the tour, which also includes your choice of low road or high road; Loch Lomond can be reached by either route.

• You might even consider such a tour to be a glimpse of motorcycle heaven. But it isn't the only one . . . at least, not exactly. To those who witnessed the Miracle of the Motorcycle, there's another. During a prayer session at Today's Faith Bible Church in Greenville, South Carolina, the pastor asked for a sign from heaven to prove that the doors of the church were open to God. It was provided. At that instant, a motorcycle crashed through the doors of the church. The bike's brakes had failed, and the rider, to avoid hitting an oncoming car in an intersection, rode between two parked cars in the church parking lot, down 12 steps, then into—and through—the doors. OK, OK, it isn't the parting of the Red Sea. But to those who were there, the *deus ex machina* arrival of man and machine might be the modern equivalent of Saul being knocked off his ass by a lightning bolt. Or maybe He's replaced hellfire and brimstone with a Spitfire and Bridgestone.

AFTER THE FACT

• In the Ride/Report of the prototype BMW K75 (November/December 1985 issue), we indicated that the bike didn't feel firmly planted during hard cornering. BMW apparently agreed; production versions of the K75 reportedly will be fitted with nonadjustable friction-type steering dampers. The unit, called Fluidblock, is built by Boge and fits inside the K75's steering head. BMW Triples built after December 1985 will be fitted with the dampers at the factory, with installation of the unit on bikes built before that date to be handled by dealers.

• The February Hard Cash column added a few details to reports of new activity at Norton. The rumor then was that Norton would reintroduce the 850 Commando in a special, one-time production run of 50 machines. The latest reports go a step further, with production of the MkIIA 850 said to be an ongoing project. Final details aren't available yet, but the resurrected 850 is expected to sell for $6000–$7000, with annual production of 50–100 machines. In addition, Norton reportedly will offer the bikes as proof of its full spares inventory for a variety of models. •

Kawasaki has entered touring at full throttle.

Radical chic.

Kawasaki proudly launches the Concours. And with it, a new class of touring. One with the performance to finally match the expectations.

The dream is realized. For here is the passport to places previously unreachable. The ticket for those who had somewhere to go, but no suitable way to get there.

Nothing like Concours has ever been engineered before. A motorcycle with the style, comfort, handling and performance to truly enhance the touring experience.

And for sharing that experience, ergonomic considerations have been designed into the riding position of the co-rider.

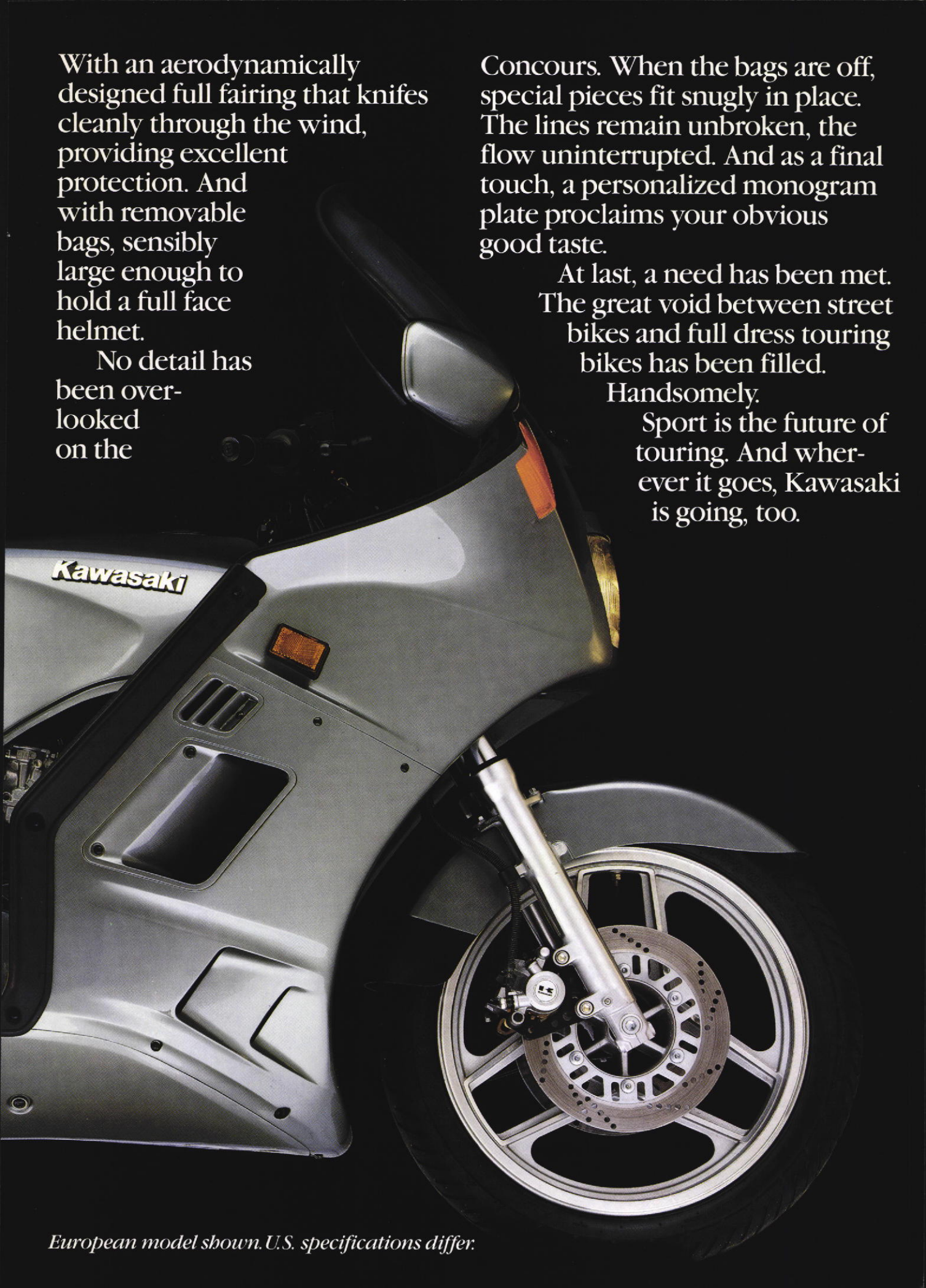
This is a 1000cc, 6 speed, shaft drive marvel that must be ridden to be believed.

With an aerodynamically designed full fairing that knifes cleanly through the wind, providing excellent protection. And with removable bags, sensibly large enough to hold a full face helmet.

No detail has been overlooked on the Concours. When the bags are off, special pieces fit snugly in place. The lines remain unbroken, the flow uninterrupted. And as a final touch, a personalized monogram plate proclaims your obvious good taste.

At last, a need has been met. The great void between street bikes and full dress touring bikes has been filled. Handsomely.

Sport is the future of touring. And wherever it goes, Kawasaki is going, too.

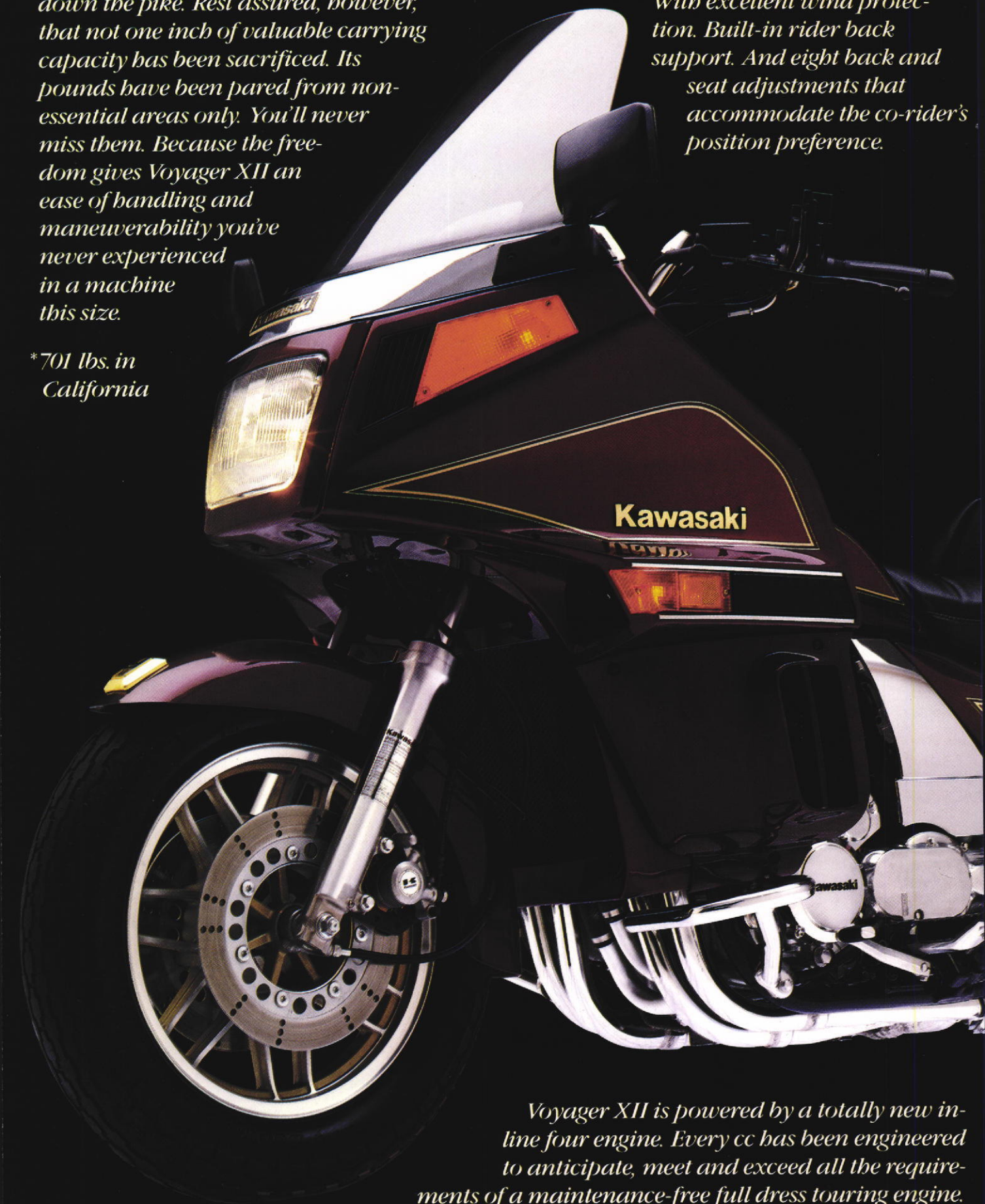


European model shown. U.S. specifications differ.

At 699 lbs., Voyager XII is one of the lightest full dress tourers to ever parade down the pike. Rest assured, however, that not one inch of valuable carrying capacity has been sacrificed. Its pounds have been pared from non-essential areas only. You'll never miss them. Because the freedom gives Voyager XII an ease of handling and maneuverability you've never experienced in a machine this size.*

**701 lbs. in California*

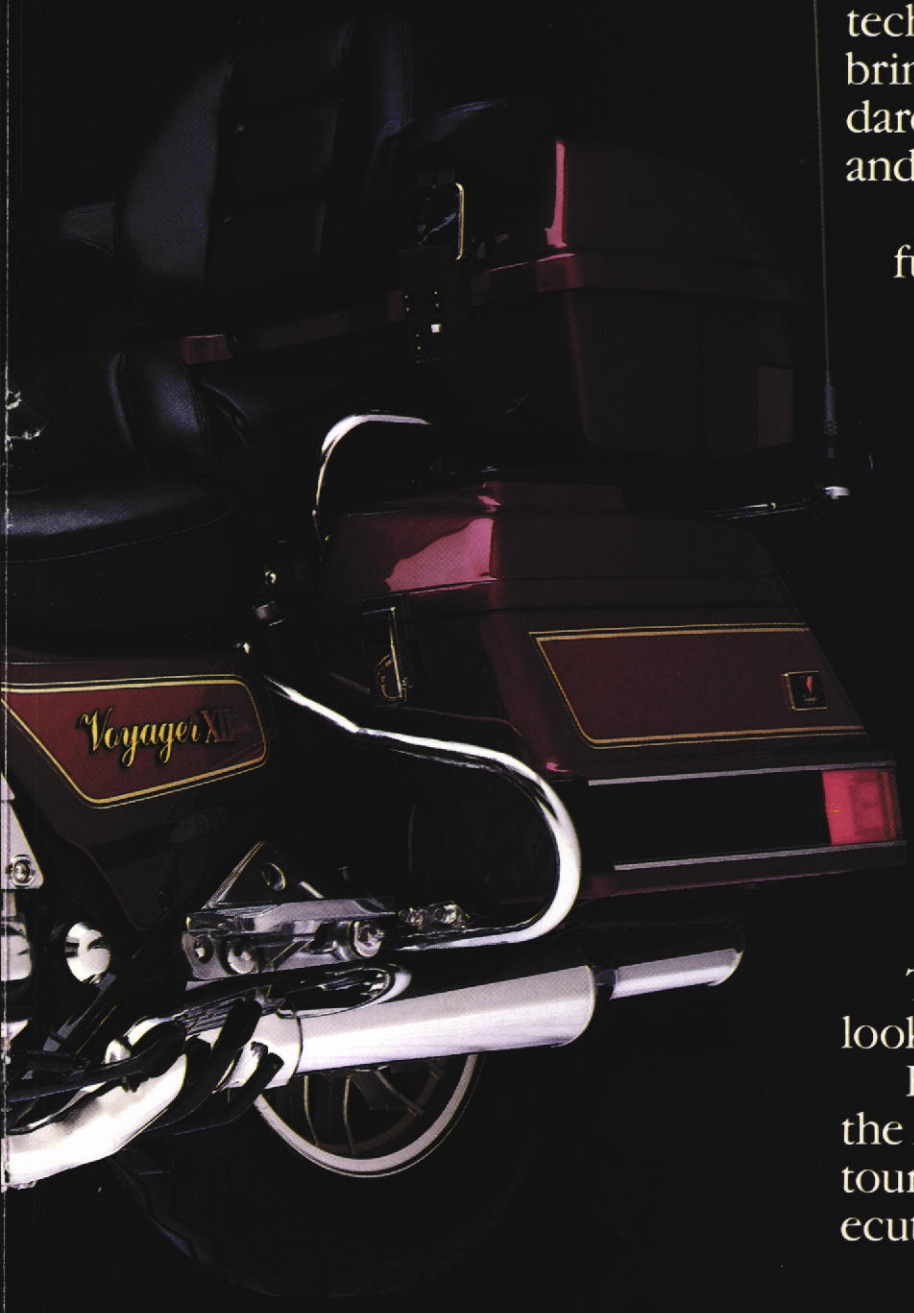
Voyager XII's rider and co-rider compartment is a customized dream. With excellent wind protection. Built-in rider back support. And eight back and seat adjustments that accommodate the co-rider's position preference.



Voyager XII is powered by a totally new in-line four engine. Every cc has been engineered to anticipate, meet and exceed all the requirements of a maintenance-free full dress touring engine.

Tour de force.

The long wait for a lightweight is over. Meet the tour director's dream. Voyager XII. This all-new machine was conceived, designed and built from the ground up as a tourer. A whole tourer. And nothing but a tourer. One of the lightest full-dress tourers on the road.



Kawasaki has dedicated its technological capabilities to bringing Voyager XII new standards of reliability, comfort and performance.

The result is a celebration of function. An innovative tour de force that has honed precision of steering, strength of acceleration, degree of comfort and capacity of carrying to their essence. Kawasaki has trimmed the fat everywhere. And compromised nowhere.

Its torquey in-line four is as narrow as a V-4. Even the instruments are lean, with simple analog needles.

The slim chance you've been looking for is here. Voyager XII.

Full dress has finally seen the light. And the basics of touring have never been executed more brilliantly.

The Voyager's built-in electronic compass always lets you know what direction you're heading, while a special sensor on the front fender ensures a true reading wherever you ride.

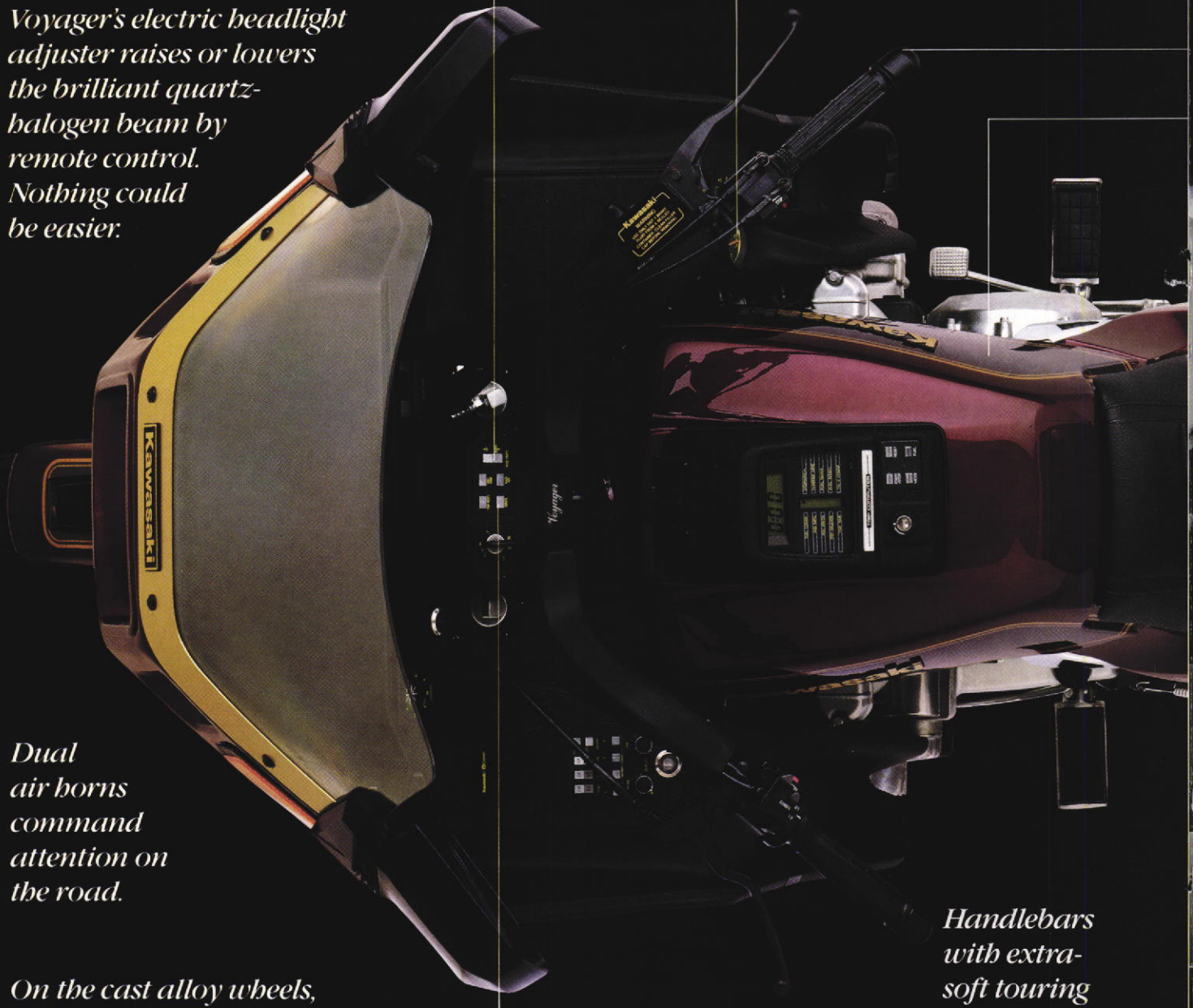
Unrivaled Information and Entertainment Systems confirm Voyager's status as the leader in touring luxury.

The exclusive remote-controlled Voyager Trip Computer offers all this data at the touch of a button:

- *Current mpg*
- *Average mpg*
- *Fuel range at current mpg*
- *Fuel consumed since fill-up*
- *Total fuel consumed on trip*
- *Total trip mileage*
- *Total trip time*
- *Average speed*

Remote-controlled air suspension systems deliver unsurpassed ride quality.

Voyager's electric headlight adjuster raises or lowers the brilliant quartz-halogen beam by remote control. Nothing could be easier.



Dual air horns command attention on the road.

On the cast alloy wheels, triple disc brakes and tubeless wide-tread touring tires.

Exclusive 'Cruise Mode' boosts fuel economy up to 10 percent.

Handlebars with extra-soft touring grips adjust in three directions.

Tour de Ville.

Along with all its other benefits, DFI (a Kawasaki first) features a super-light throttle return spring—no more sore forearm.

Dual alternators deliver a whopping 636 watts to the class-leading 26-amp-hour battery (at the 20 hour rate).

All Voyager locks operate with a single key.

Class-leading 7.1-gallon fuel tank ensures impressive cruising range.

Passenger footboards are standard equipment.

Passenger backrest adjusts fore and aft for added comfort.

Exclusive dual-lever centerstand lets you park the Voyager more easily than any other tourer. Just pop a pair of foot-operated levers into place.

Chrome engine and saddlebag guards are standard equipment.

Tour guide.

Kawasaki has made much more than three great touring bikes. We've made one great commitment, with four great touring programs. Like our factory warranty that no other manufacturer can match. Not one, but two exciting demo ride programs. And our full line of touring accessories debuting with our new machines. If our four-star touring packet doesn't say commitment, nothing will.

Rally around the Team Tour.

Demo all our tourers at Kawasaki Team Tour events. Our touring experts will provide assistance and answer any questions.*

May 16–18. Beaver Bend Rally.
Broken Bow, Oklahoma.
May 27–31. Americade Rally.
Lake George, New York.
June 14–15. Loudon Road Races.
Loudon, New Hampshire.
July 12–13. Laguna Seca Road Races.
Monterey, California.
September 5–7. Davis Rally.
New Hampton, Iowa.
(TBD) Aspencade Rally.

Test ride new Voyager XII, get free mags.

Demo Voyager XII at participating dealers during Kawasaki's 20th Anniversary Bash, and get a free year's subscription to a Petersen Magazine.** Test rides on the luxury Voyager model are also available, but without magazine premium.

What the best dressed tourers will be wearing.

While at your dealer, check out Kawasaki's stylish touring accessories. Like a saddlebag guard rail, saddlebag rail light kit, lighted front fender chrome trim, tail trunk rack, tail trunk rail, trunk light kit, dual turn down exhaust, driving light mount, lighted rear mud flap, and special touring apparel; helmets, caps, jackets and more.

Great tourers warrant a great warranty.

All our tourers come with Kawasaki's 24 month/unlimited mileage warranty which may be extended up to four years on major components with the Kawasaki Backup System—the *only* factory backed extended warranty. Kawasaki strongly believes in the quality of its products. So strongly, our warranty Backup System is FREE on Voyager XII and Voyager until May 31.

Kawasaki

Let the good times roll.

See Cycle News or your local Kawasaki dealer for final Team Tour dates. Offer valid while supplies last. Specifications subject to change without notice. Availability may be limited. Always wear a helmet and appropriate apparel. Call 1-800-447-4700 for the Motorcycle Safety Foundation beginner or expert course near you.* MSF

RIDING IMPRESSION:

Kawasaki Concours

Putting the sport back in touring.

BY DAVID DEWHURST

PHOTOGRAPHY © 1986 DALE BOLLER

Traditionally, there have been two ways to go sport-touring: Buy an RS-model BMW, or strap some soft bags to your canyon racer and hit the long road. Both approaches work, but some people figured it could be done better.

Included in that group are a number of Kawasaki engineers, who did more than think. The result of their better approach is the Concours, Japan's first all-new sport-tourer, which combines the performance of Kawasaki's 1000 Ninja with touring conveniences that soft bags alone can't give.

Heading the list of sporty features is the liquid-cooled 1000 Ninja motor, which has undergone few changes to assume its new role. Smaller, 32mm carbs (the 1000R uses 36mm units), new hollow camshafts with less duration and lift, and smaller stainless-steel exhaust head pipes are all that are needed to mellow the superbike beast. There's still a lot of growl left if you're of a sporty mind, but there's a whole basement full of torque that lets the

Continued

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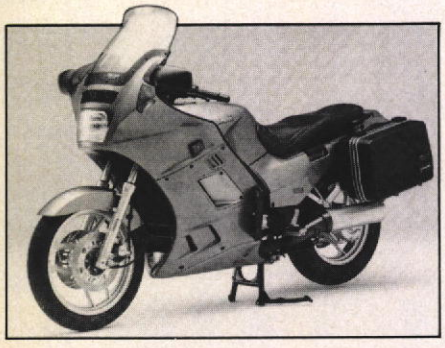
Concours purr along effortlessly at any speed up to an indicated 140 mph.

That sort of speed shows the Concours is no electronic bells-and-whistles tourer in the grand American tradition, even though its flat seat and low bars work well for long hours of superslab. The primary goal of the Concours is to let you connect two very distant points with a mixture of twisty two-lane and highways, and keep you comfortable and entertained on the way.

To keep you smiling along those twisty sections, the Concours inherits a 900 Ninja-style frame, which dispenses with bottom frame rails and uses the counterbalanced motor as a stressed member. That choice of frame also helps endow the Concours with a low center of gravity, and more cornering clearance than many sportbikes, let alone tourers. And while you're working hard to get the footpegs touching, you'll notice that the Kawasaki flicks into turns with less effort than any tourer before it. That is, in part, due to Kawasaki's choice of new Dunlop radial tires, which work just as well at extreme lean angles as they do on a freeway. By using a quite skinny front tire, the engineers have found a workable compromise between straight-line stability, cornering grip and low-effort steering.



Sport-touring becomes a Japanese export

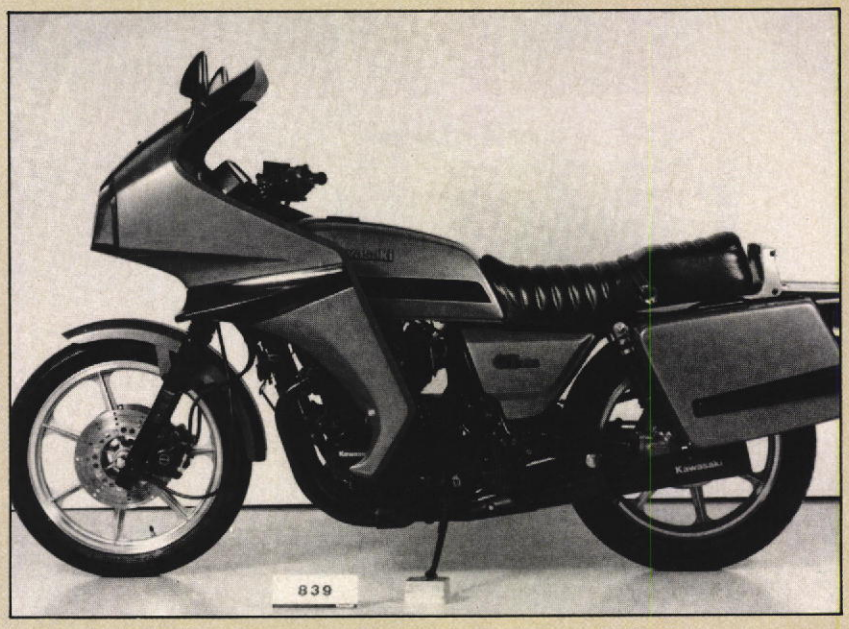
Concours evidences Continental drift.

An equally impressive compromise has been achieved with the bike's shaft-drive system—the first shaft drive used with Kawasaki's Uni-Trak rear suspension. The shaft provides the low maintenance that's become a touring essential, while its length eliminates much of the suspension jacking and squatting so common with other shaft drives.

Such a stable package makes the Concours a natural backroad charger. It flicks through turns almost as quickly as a 900 Ninja, and you can lean it over until the sky's to your left and the earth on the right. All the time the torquey motor pushes the Concours forward in an effortless rush that can leave any canyon

Kawasaki Project 839

Roots of the Concours' family tree.



• Recently, while thumbing through photographs of Kawasaki's 1986 lineup, I came across one that struck a familiar chord—the ZG1000-A1 Concours. You see, I knew this bike when it was little more than a gleam in its designer's eye, waiting patiently to come into the world. And even though it was eventually born half a world away, I'm close to its family: One of its relatives lives in my garage.

In 1982 I was writing a monthly motorcycle column for AutoWeek. What was missing from the two-wheel landscape at that time was the motorcycle equivalent of the GT car, so in the spring of that year I began the construction of a bike that would appeal to sports car enthusiasts. Before it even had a name, I found myself hammering out the concept behind what would become the sport-touring motorcycle.

This bike would be for the rider who wanted not only speed and good handling, but to arrive comfortably at his destination without looking like a flyswatter and to check into a hotel with his belongings in luggage, just like normal people. The idea was a motorcycle version of a Porsche 911 or Ferrari 308. I called it the GT Motorcycle.

We started with a Kawasaki GPz750. Marc Bahner, of CalFab, fitted one of his aluminum swingarms, and later we added S&W shocks, Russell braided brake lines and Dunlop Sport Elites. Vance & Hines even contributed a four-into-one exhaust, which added a good 1000 rpm to the psychic power curve.

For the creature-comfort aspects of the GT-M we acquired a Vesco Rabid Transit fairing, complete with a VDO clock, Tornado mirrors and a Cibie headlight, and Krauser luggage. And as the finishing touch, an acquaintance, who was then president of Recaro, USA, came up with a beautiful seat, upholstered in Recaro logo fabric.

When the GT-M was finally completed, I proudly rode it to Kawasaki's offices to show it off. Bob Moffit, director of marketing research, took a long, interested look at it and then and motioned me into his office. He rifled through some cabinets and pulled out a color photograph of a bike like my project GT-M, sort of, except the bike in the photo had shaft drive, and on the side cover was the lettering: GT750. Moffit explained how Kawasaki had been tossing around the idea of a sport-touring bike since before 1981, and the GT750 in the photo was an early prototype.

Today's Concours is much more than a faired and saddlebagged Ninja. It's the end result of a project born years ago that's only now reached maturity. And every time I look at the Concours, I can't help but think back to my project GT-M and Kawasaki's GT750 Design Study 839, two bikes conceived and built half a world apart for the same purpose, and both quite possibly the Concours' oldest surviving relatives. But one of these remote ancestors isn't really so remote, after all, because the GT-M project bike, one of the first Kawasaki sport-tourers ever made, lives just on the other side of my garage door. *—Don Fuller*

crazy smiling. And that smile gets even bigger when you remember that you're riding a *touring* bike—sitting behind a full fairing with spacious saddlebags mounted behind you.

Though the Concours does not have a stereo and an electronic compass, it's definitely well-equipped for hauling two people and luggage in considerable comfort. The full fairing, finished like the rest of the bike in metallic gray, offers good protection from wind and rain. The design's only shortcoming is the low windshield, which provides a steady stream of turbulent air to buffet your helmet. The screen also distorts the view forward and mars an otherwise well-designed fairing.

The other major plastic pieces are two large bags that look and function much like the popular luggage made by BMW. These full-sized bags are just large enough to carry a full-coverage helmet, and there's ample room for a few days'clothes. At the end of the day, you simply take the luggage off; the Concours bags come off with a single latch. If the bags are not needed at all, the mounting brackets unbolt quickly, and extra plastic panels provided with the bike cover the gaping hole left in the flowing gray bodywork. *Continued*

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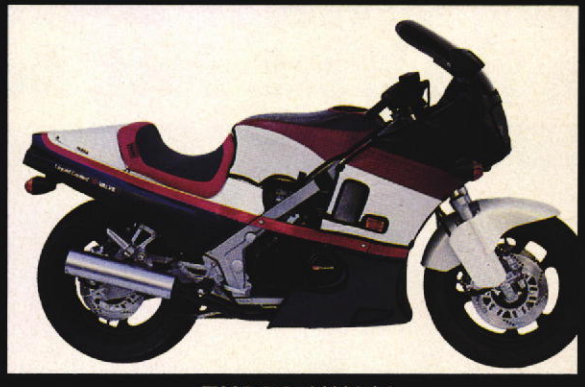
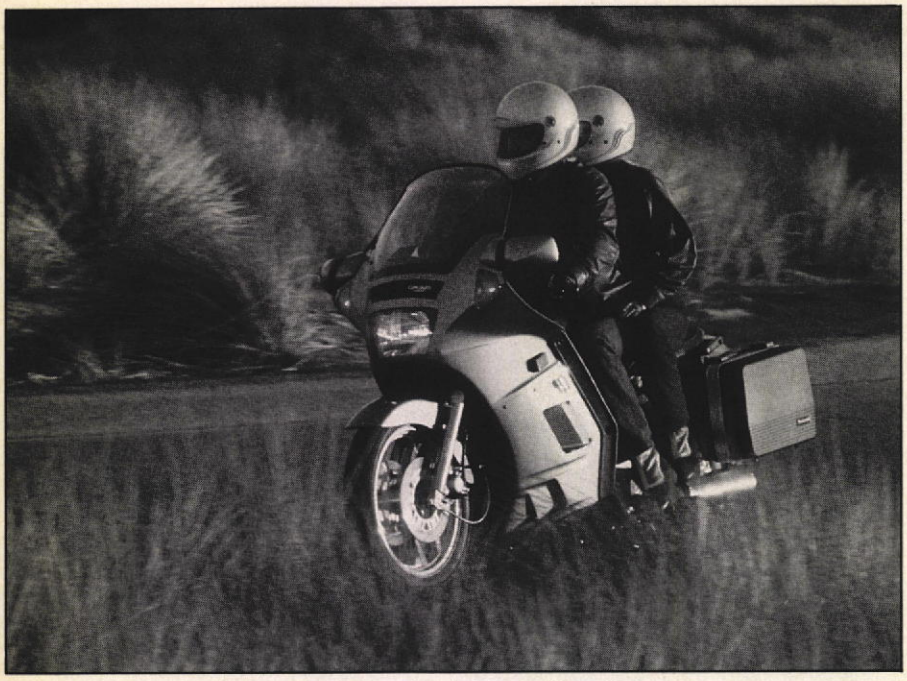


ZX600 NINJA

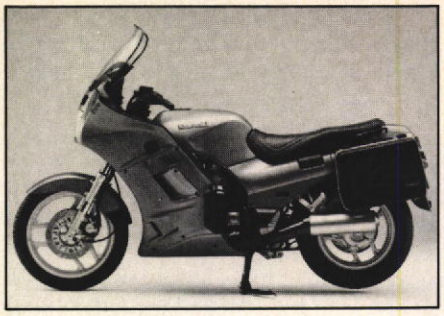
FZ750 YAMAHA



Concours' two-up accommodations and sporting flair let you keep fast company

Taming both twisty backroads and arrow-straight Interstates.

Kawasaki designers have included numerous other nice details, such as an additional carrying rack hidden below a plastic cover behind the seat. A set of built-in bungee hooks make make securing things simple. And in a welcome change from sportbikes, the Concours' mirrors can be cantilevered out a couple



of inches on a pivoting arm to allow a clear view past even the broadest shoulders, and have nary a hint of vibration. There's also a large removable air duct at the trailing edge of the fairing, to ensure that the Ninja's notoriously hot motor does not fry the rider's leg, and an optional aerodynamic lip can be bolted to the trailing edge of the fairing to deflect cold air from the rider in winter.

Such attention to detail shows that the Concours is much more than just a canyon racer with luggage. It's a highly refined sport-tourer that sets new standards of performance. With a revised windshield, the Kawasaki will also set new standards of comfort in a category that's no longer limited to RS BMWs and canyon racers with soft luggage. •

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You don't have to be a cowboy to enjoy the new BagMan Santa Fe line of soft luggage. For those who like the look of leather but not the price, there's the new **Santa Fe Tank Bag.** *Even with an old-style look, it has all-new features, such as a hard bottom shell with a suction cup mounting system that won't scratch your gas tank. Made of 1000 denier Cordura and embossed with leather, this multi-compartment tank bag expands from 14 liters to 18 liters for extra storage. A removable map case is also included.*

Sling a pair of **Santa Fe Saddlebags** *across your favorite steed and load up. Made of 1000 denier Cordura and leather, this saddlebag is double urethane coated to help keep out moisture. It's topped off with silver buckles, partner.*

Complete your western look with a **Santa Fe Tool Bag.** *It weighs just nine ounces but will carry two liters of gear, and mounts to almost any sissy bar or fork tube.*

Saddle up with quality products and best of all, savings.

BAGMAN by Vetter

A Division of Bell Sports, Inc., Rantoul, IL

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CAMEL FILTERS

It's a whole new world.

Today's Camel Filters, surprisingly smooth.

16 mg. "tar", 1.2 mg. nicotine av. per cigarette by FTC method.

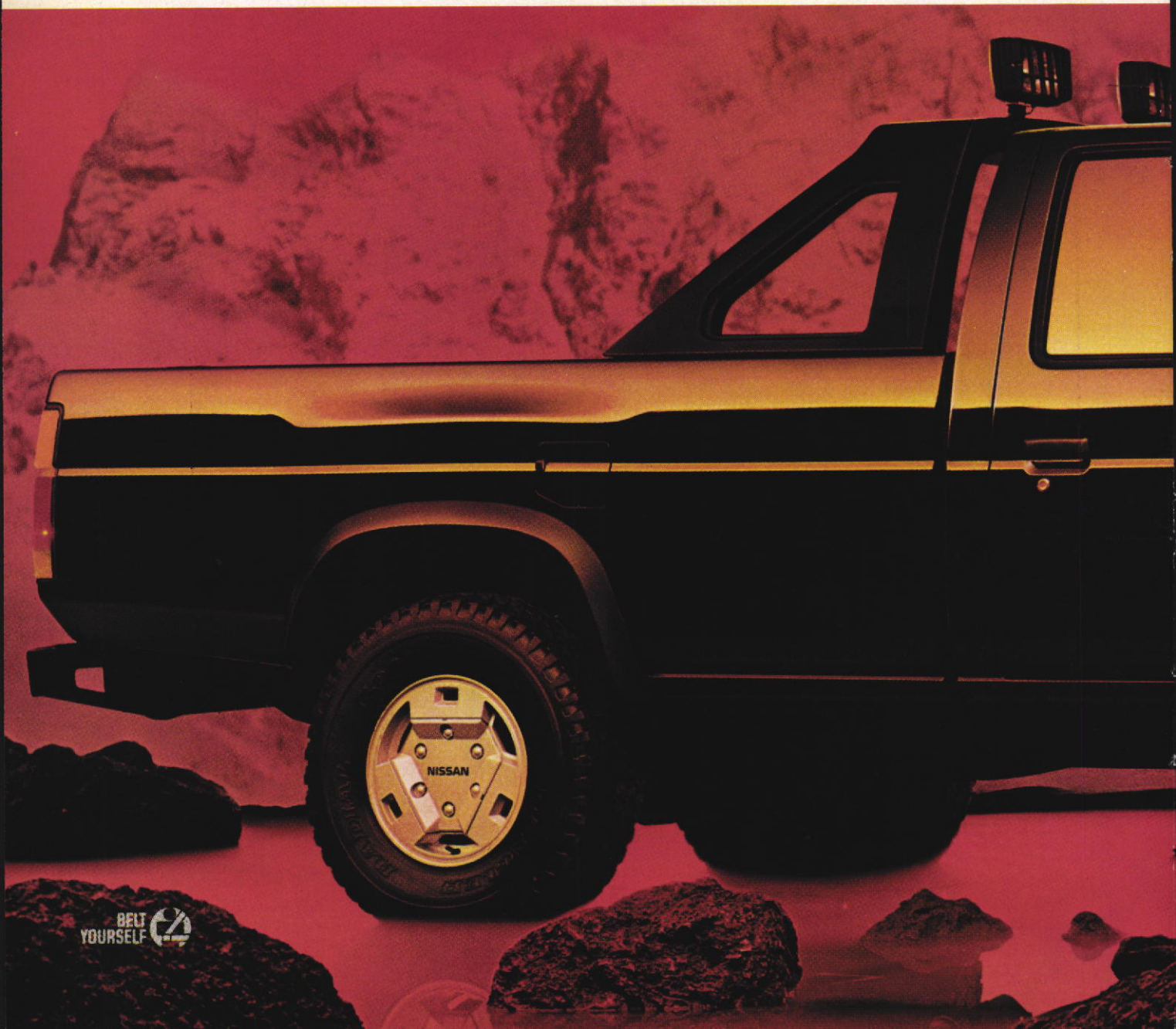
SURGEON GENERAL'S WARNING: Cigarette Smoke Contains Carbon Monoxide.

NEW HARDBODY

▶ **THE HOT SET-UP.** The totally new Nissan 4x4. Inspired by an attitude that can only be described by one word–domination. Start with the sheet metal. It's tightly wrapped around a sleek, muscular body. Not an ounce of fat on it. So taut, so tough, so utterly bold in design, it could only be called a Hardbody. Pop the hood. Checkout the SE, with the biggest engine available in any compact truck–ever. Size-up the biggest factory-available tires on any compact truck.

TOTALLY NEW ENGINEERING–BIGGEST V-6 IN THE CLASS. In the SE, workout Nissan's fuel-injected 3.0 liter overhead cam V-6. With 140 horsepower, no other compact truck pumps out more power. Or, choose Nissan's twin-spark, hemi-head 2.4 liter NAPS-Z inline-4. It's got the most power–106 horsepower–and torque of any leading standard compact.

TOTALLY NEW DESIGN–BIGGER, ROOMIER INSIDE. Nissan designed this new truck around its most important payload–you. The cab is Nissan's biggest ever. Large side windows and a huge windshield provide Nissan's best-ever visibility. New insulation reduces interior noise. Ventilation is improved, too. Nissan calls it ergonomics. You'll just call it intelligent. With full instrumentation laid out the way it should be. Easy to read. Easy to reach.



NISSAN 4X4.

TOTALLY NEW SHAPE—LONGER, WIDER OUTSIDE. This new Hardbody is the longest, widest, most aerodynamic truck Nissan's ever built. Double walls of steel shape a cargo box so wide, so deep, so long, the new Long Bed (shown here) has the biggest cargo volume of any compact truck, including all other Long Beds. For heavy-duty loads, there's a Heavy Duty Long Bed 4x2 available: 88″ bed, 2000 lb. payload, and the new V-6 powerplant.

BUILT TOUGHER FROM THE GROUND UP. Every Hardbody truck is built around a new, reinforced box-ladder chassis as tough as the steel from which it's stamped—a chassis that handles 1400 lbs. of payload. A clean new underbody design—featuring a beefed-up independent front suspension, stronger torsion bars, and new rear leaf springs—delivers the highest, minimum running ground clearance of any leading compact.

BIGGEST, FATTEST TIRES. The biggest, widest (P235/75R15) factory-standard tires for any compact truck are on the SE model 4x4. If the biggest aren't big enough, trick-out the SE with Nissan's optional 31x10.5R15's mounted on new alloy wheels. There's only one hot set-up. The name is Nissan.

THE NAME IS **NISSAN**

Competition Accessories Inc.

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PHONE HOURS: Mon. thru Thurs. 9 a.m. - 9 p.m.
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- *C.O.D. orders accepted to Qualified Customers or if accompanied with money order for 20% deposit. C.O.D. Handling Charge $5.00.
- *2% additional discount on mail-in order accompanied with full payment by personal check or
- *5% additional discount on mail-in order accompanied with full payment by money order.
- *Sorry. We cannot honor these TWO ADDITIONAL discounts at our retail counter.

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FREE FREIGHT

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We try to be aware of all our legitimate competitors prices. We make every possible effort to be competitive in today's Motorcycle Accessories Market. If by any chance you find a printed price lower than ours, please inform us of this matter; simply call us on our toll free lines. Our sales manager will gladly review the costs and our pricing on the item. You will find we do want your business both now and in the future.

Dry Rider

Vetter

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Vetter Fairing Cover.....$26.95

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Vetter Bullet.....$69.95
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Superbike.....$142.95
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III CLEAR $82.50 III TINT $86.50
Stripe Kit.....$12.95
Plexibag.....$19.95
Plexistar II CLEAR $62.50 TINT $66.50
Deflector Screen
*CLEAR $30.50 *TINT $35.50
*Lexan Deflector.....add $20.00
Agressor
Lt. Smoke $69.95 Black $74.95
Mirage Solar $79.95 Bronze $84.95
Audio Cannon.....$143.95 & up

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Stiletto Gradient.....$99.50
Roadwarrior Solar.....$109.50
Roadwarrior Gradient.....$119.50

Clutetoche

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100/90 Bulb.....$16.95

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All Models.....$5.79

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w/adj. Backrest.....$99.50

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Tube Type $25.95 Tubeless $27.95
Deluxe (Both).....$29.95
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Balance plus 8 oz.....$2.95
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17" Tire Iron.....$5.95
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Continental Tube.....$11.95

Continental

RB-2 Front
325Hx18.....$36.50
350Hx18.....$41.50
325Hx19.....$44.50
350Hx19.....$46.50

SUPERTWIN
TK22
100/90V16.....$53.50
100/90V18.....$48.50
110/90V18.....$50.50
120/90V18RWL.$56.50
325V19.....$48.50
350V19.....$52.50
350V19RWL.....$58.50
100/90V19.....$54.50

BLITZ
TKH24 Rear
150/90H15.....$84.95
120/90H16.....$61.95
130/90H16.....$68.95
140/90H16.....$74.95
130/90H17.....$68.95
120/90H18.....$63.95
130/90H18.....$69.95

K112 Rear
MT90Hx16.....$59.50
450Hx17.....$54.50
350Hx18.....$43.50
400Hx18.....$48.50
425Hx18.....$49.50
120/90Hx18.....$49.50
TK44
120/90V16.....$56.50
130/90V16.....$65.50
130/90V16RWL.$74.50
140/90V16RWL.$75.50
130/90V17.....$64.50
130/90V17RWL.$68.50
400V18.....$53.50
425/85V18.....$60.50
130/90V18.....$61.50

TKH23 Front
110/90H18.....$52.95
100/90H19.....$56.95
110/90H19.....$57.95

TKV11 and TKV12 Competition Tires Available. CALL for Super Prices.

DUNLOP

K291T Rear
MV85S15RWL.$85.50
MT90S16.....$68.50
MT90S16SWW.$79.50
MU90S16RWL.$77.50
MT90S17.....$66.50
MP90H18.....$62.50

Front
MT90S16RWL.$66.50
MR90S18RWL.$60.50
MM90H19.....$56.50
K181
*MT90x16.....$71.50
*MJ90x19.....$56.50
*RWL.....add$3.00

K391 SPORT ELITE
Rear
✓120/90V16..$53.50
✓130/90V16..$63.50
* 150/80V16..$75.50
✓*130/90V17.$61.50
* 140/80V17..$66.50
✓*120/90V18..$57.50
✓*130/80V18..$63.50
140/60V18Race $80.50
* 100/90V19...$52.50

Front
*100/90V16...$51.50
*120/80V16...$52.50
*120/90V16...$53.50
✓100/90V18..$46.50
*110/90V18RbRwl$58.50
* 100/90V19...$52.50
✓100/90V19Rib $51.50
✓RWL add.....$10.00
* Race add....$10.00

K700 RADIAL
130/90VR16...$102.50
150/80VR16...$123.50
150/80VR16Rc $138.50
130/90VR17....$99.50
140/80VR117..$109.50

120/90VR18....$93.50
120/90VR18Rc $108.50
130/80VR18....$103.50
130/80VR18Rc $118.50

MICHELIN.

TG22 Rear
160/80V16....$106.50
160/60V17....$102.50
130/70V18.....$85.50
140/70V18.....$89.50
160/60V18.....$99.50

TF11 Front
120/70V16.....$75.50
120/80V16.....$75.50
100/80V18.....$72.50
110/80V18.....$79.50
110/80V19.....$81.50

IRC

HS210 Rear
120/90H16....$39.50
*130/90H16....$49.50
*140/90H16....$51.50
*130/90H17....$49.50
120/90H18....$46.50
130/90H18....$51.50

HS210 Front
110/90H18....$38.50
120/90H18RWL $45.50
90/90H19.....$39.50
*100/90H19....$41.50

*RWL.....add $5.00

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Haynes
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KLOTZ
Avon
Frey
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amco
maxon
ELECTRONICS
Silhouette
SIDI
COMFORT CRAFT
YUASA

METZELER

ME-99 Rear
✓✓130/90V16..$60.88
MT90H16RWL..$66.88
* 140/90V16..$66.88
✓✓150/80V16..$72.88
120/90V17.....$62.88
✓130/90V17....$64.88
✓140/80V17..$69.88
110/90H18..Rc $60.88
✓400V18.....$54.88
✓425/85V18....$60.88
✓120/90V18..$60.88
✓✓130/80V18..$66.88
150/70V18..Rc $86.88

ME-33 LAZER Front
✓100/90H16...$56.88
✓120/80V16...$63.88

* 130/90H16...$65.88
✓100/90V18...$60.88
✓110/90V18...$61.88
* 120/90H18...$60.88
MJ90H18RWL..$57.88
✓325V19.....$57.88
✓350V19.....$60.88

ME-88 TOURING
150/90H15.....$74.88
130/90H16.....$67.88
140/90H16.....$70.88
130/90H17.....$69.88
120/90H18.....$67.88

✓Race....add $10.00
*RWL.....add $10.00
+MBS....add $20.00

Metzeler prices listed above are for our Retail Store only. Please call for mail order prices.

BRIDGE STONE

SE-22 Rear
140/90H15RWL $63.50
150/90H15RWL $69.50
*130/90H16.....$54.50
140/90H16RWL $64.50
*130/90H17.....$55.50
110/90H18.....$50.50
120/90H18.....$52.50
*130/90H18.....$70.50

SE-21 Front
130/90H16RWL $59.50
100/90H18.....$42.50
*110/90H18.....$45.50
120/90H18RWL $55.50
*90/90H19.....$44.50
*100/90H19.....$47.50
*110/90H19.....$49.50
*RWL.....add $3.00

SE-02 Rear
150/80V16.....$76.50
130/90V17.....$61.50
140/80V17.....$72.50
120/90V18.....$58.50
130/80V18.....$64.50
140/80V18.....$70.50

SE-01 Front
100/90V16.....$57.50
120/80V16.....$66.50
100/90V18.....$48.50
110/90V18.....$51.50
100/90V19.....$53.50

CARLISLE

Rear
*MU90-15.....$59.50
*MT90S-16.....$69.50
*MU90S-16.....$71.50
*MT90H-17.....$65.50
*MP90H-18.....$61.50

Front
*MR90H-18.....$63.50
*MM90H-19.....$55.50

*Raised White Letters .....add $5.00

DON'T BE RIPPED OFF! Read the fine print. Is the freight included in their price? Ours is included on every item on these pages!

YOKOHAMA

F200 Front
90/90H19....38.50
*100/90H19..40.50
*110/90H19..42.50

*RWL....Add 3.00

F100 Front
120/80V16.....$44.50
100/90V18.....$42.50
110/90V18.....$43.50
100/90V19.....$44.50
110/90V19.....$46.50

R200 Rear
140/90H15....$51.50
*130/90H16....$48.50
*130/90H17....$49.50
120/90H18....$50.50
*130/90H18....$51.50

R100 Rear
130/90V16..52.50
140/90V16..57.50
130/90V17..57.50
120/90V18..55.50
130/90V18..57.50

DR300 Silver.....$66.50
DR305 Silver.....$63.50
DR295 Bk USA Made.....$63.50
DR285 BK USA Made.....$59.50
DR275 Go USA Made.....$44.50
DR112 Bl or Ye, USA.....$29.50
DR121 Ye or Or, USA.....$24.50
*Boots.....$5.00
*Hoods.....$4.00
*Mitts.....$4.00
*Specify suit number and color
TOTES BOOTS slip on...$11.95

TOUR MASTER

1 pc. Rainsuit.....$53.95
2 pc. Rainsuit.....$62.95
Summer Gloves.....$20.95
Road Race 2 Gloves.....$31.95
Road Race 2 Gloves Tri.....$36.95
Fingerless Gloves.....$18.95

WIDDER

Lectric Vest On/Off.....$74.95
Lectric Vest w/Thermo....$92.95
Lectric Chaps.....$65.95
Lectric Gloves w/Vest.....$67.95
Lectric Gloves used alone.$76.95

AUTHORIZED BATES DEALER

Fast Lane Boots.....$119.95
Road Race Gloves.....$34.50
Winter Gloves.....$36.50
Lined Street Gloves.....$25.50

BROOKS

505 Chaps.....$99.95
973 Z Fashion.....$139.95
984 Riders Only.....$164.95
B-11 Boots.....$74.95

HEIN GERICKE

Bomber.....$134.95
V-Pilot.....$179.95
Concord.....$179.95
California.....$144.95
Boot Cut Jeans.....$134.95
Cadet.....$89.95
Pilot Pants.....$154.95

DOW CANVAS

*Super G125 Dacron.....$44.50
*Super G100 Dacron.....$39.50
*Super G50 Dacron.....$33.50
*Super G45 Dacron.....$30.50
Protector PX125.....$40.50
Protector PX100.....$35.50
Protector PX50.....$31.50
Protector PX45.....$28.50
Fairing Cover X40.....$29.50
*Canvas Add.....$6.00

Go-In-Bi

E-Z LINE

	Mid-Range	Super
Basic	$28.50	$34.50
Half	$29.50	$36.50
Full	$30.50	$38.50

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Elect. Gloves.....$44.95

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eclipse

Electric Vest	$81.50
Electric Chaps	$69.50
Tank Bag, Blk, Bry	$65.50
Express Bag	$52.50
Sport Pack, Blk	$79.50
Saddlepacks Dlx., Blk	$163.50
Saddlepacks Std., Blk	$115.50
Roughrider S.B.	$74.50
Tail Pack, Blk,Gray	$49.50
Fast Pack	$59.50
Shoulder Strap/Luggage	$9.50
Backpack Strap	$9.50
Helmet Bra	$11.88
Cargo Bra	$11.88
Wingpack	$43.50
Tour Duffel	$56.50
All Season Gauntlet	$24.50
Deluxe Gauntlet	$32.50
Vent Back Gloves	$18.50
Super Sport Gloves	$21.50

BagMan

Premier Saddlebags	$122.50
Saddlebags	$93.50
Santa Fe Bags	$78.95
14L Tank Bag	$58.50
18L Tank Bag	$64.50
RACK/SEAT Bag	$49.50
Sissy Bar Bag	$33.50

Barnett

Honda V45 Extra Plate Kit	$64.95
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Suzuki 750/850 Ex. Pl. Kit	$72.95
XS1100 Extra Plate Kit	$72.95

For Other Kits - CALL!!

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750/836	$209.00
1100/1123	$239.00
Kawasaki Big Bore	
650/720	$209.00
900/1015	$219.00
1100/1260	$299.00
Suzuki Big Bore	
750/816	$219.00
1100/1168	$229.00
Yamaha Big Bore	
FJ600/652	$209.00
FJ1100/1188	$229.00

For Other Kits - CALL!!

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New Priority Lite Plus	$47.95
Priority Lite	$23.95
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Turn Signal Beeper	$6.95
Vanda Cruise	$22.95
Vista Cruise	$10.95
Super Vista	$24.95
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PRO CARB STIX	$27.50
ANCRA Tie Downs	$12.49

KERKER

4 into 1 Std.	$199.50
K2, K2S, KR	$200.50
Interceptor	$257.50
Jet Kits	from $74.95
KX	$262.50

Jardine

Slip on Mufflers	$103.00
4 into 2 System	$194.00
4 into 1 System	$177.00
4 into 1 Black, New	$119.00

SUPERTRAPP

Slip Ons	$184.00
Racing System Black	$216.00
Super Street	$206.00

VANCE HINES

Std. 4 into 1, blk.	$198.00
Superbike 4 into 1	$216.00
Superbike 4 into 2	$239.00

Chrome & Blk. Chrome Avail.-CALL!

YOSHIMURA

*Slip Ons	$149.00
*Racer Replica or Super St.	$209.00
Series 7 Black	$169.00
Series 8 Black	$189.00
*Black Cannister	add $10.00

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Oil Pressure Gauges	$44.95

DERALE

QA-1	$69.50
Racing Cooler	$135.50

TELEFIX

Lowers	259.95-319.95
Brace	$61.00
Weigl Adj.Bars.	64.95
Weigl Wh.Bal.	.64.95
Weigl Mo.Boy.	79.95

FOX

Street Paws	$17.95
Track Paws	$27.95
Super Street Boots	$79.95
Shox w/Springs	$129.95
Twin-Clicker Shock	$269-$289.00

RUSSELL

Single Disc Frt.	$36.50
Dual Disc Frt. (3)	$54.50
Dual Disc Frt. (5)	$91.50
Rear Disc	$22.50
Hydraulic Clutch	$23.50
Interceptor Liquid	$84.50
Dot 5 Brake Fluid	$7.95

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CLYMER
Belstaff

CYCLE SOUND

Std. Speaker Poly	$76.95
Coaxial Speaker Poly	$94.95
84/85 Interstate/ASP	$104.95

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THE TOUGHEST LOCK ON THE STREET

Lock K4MC	$34.50
Lock Carrier, K4MC Only	$9.50
Lock K4FF	$28.95

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XKMR-Radar Detector $131.95

LIBERTY

Radar Detector $269.50

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Alarm	$49.50
Alarm - Blk.	$59.50
Pager	$114.50
Sensor Kit	$26.95

K&N

4 Filter Set	$34.95
Superbike Bars, Blk	$18.95
Interceptor Filter	$19.95
Goldwing (GL1100) Filter	$16.95
Goldwing (GL1200) Filter	$20.95
Venture Filter	$26.95

DYNA III

Electronic Ignition	$82.95
Dyna S. Ignition	$72.95
Dyna Coils	$66.95
RPM Limiter	$48.95

PROGRESSIVE SUSPENSION

Magnumatic Shocks	$219.50
Fork Springs	$36.50
Mono Shock Rear Spgs.	$49.50

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Lifetime Warranty

76 Series w/Spring	$117.50
7610 Series w/Spring	$147.50

INTERPART

Mulholland Airshocks	$149.95
Performance Shocks	$98.95
STD Brake Pads	$12.95
Dual Friction Brake Pads	$15.95

ALLYN

Air Seats	$25.95
Cycle Foot	$1.95

stebel

Electric Horns	$24.50
Air Horns	$29.00

MARZOCCHI

Gas Shocks $129.50

Before ordering your helmet, measure around head 1" above eyebrows and across largest portion of head in rear. If you have any questions. PLEASE CALL!!!

BELL HELMETS

Star LTD 2	$123.50
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Magnum LTD	$86.50
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Moto 3 Pro	$117.50
Moto 4	$136.50
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GT 2 Multi	$168.00
Pro Star	$159.50
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VT911	$174.50
VT-Kaze	$199.50
MZ-F	$56.95
MZ-H Solid	$58.95
MZ-H Dual	$64.95

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*Voyager	$139.50
*Horizon	$129.50
Enforcer	$89.50
JB	$89.50
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Arai

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*Astro Super Vent Snell '85	$116.50
Ultra Light	$222.50
Signature Snell '85	$164.50
*Classic Open Snell '85	$69.00
MXV	$99.00
*Vintage Series	add $10.00

SHOEI

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RF105 Vented Tri-Color	$143.50
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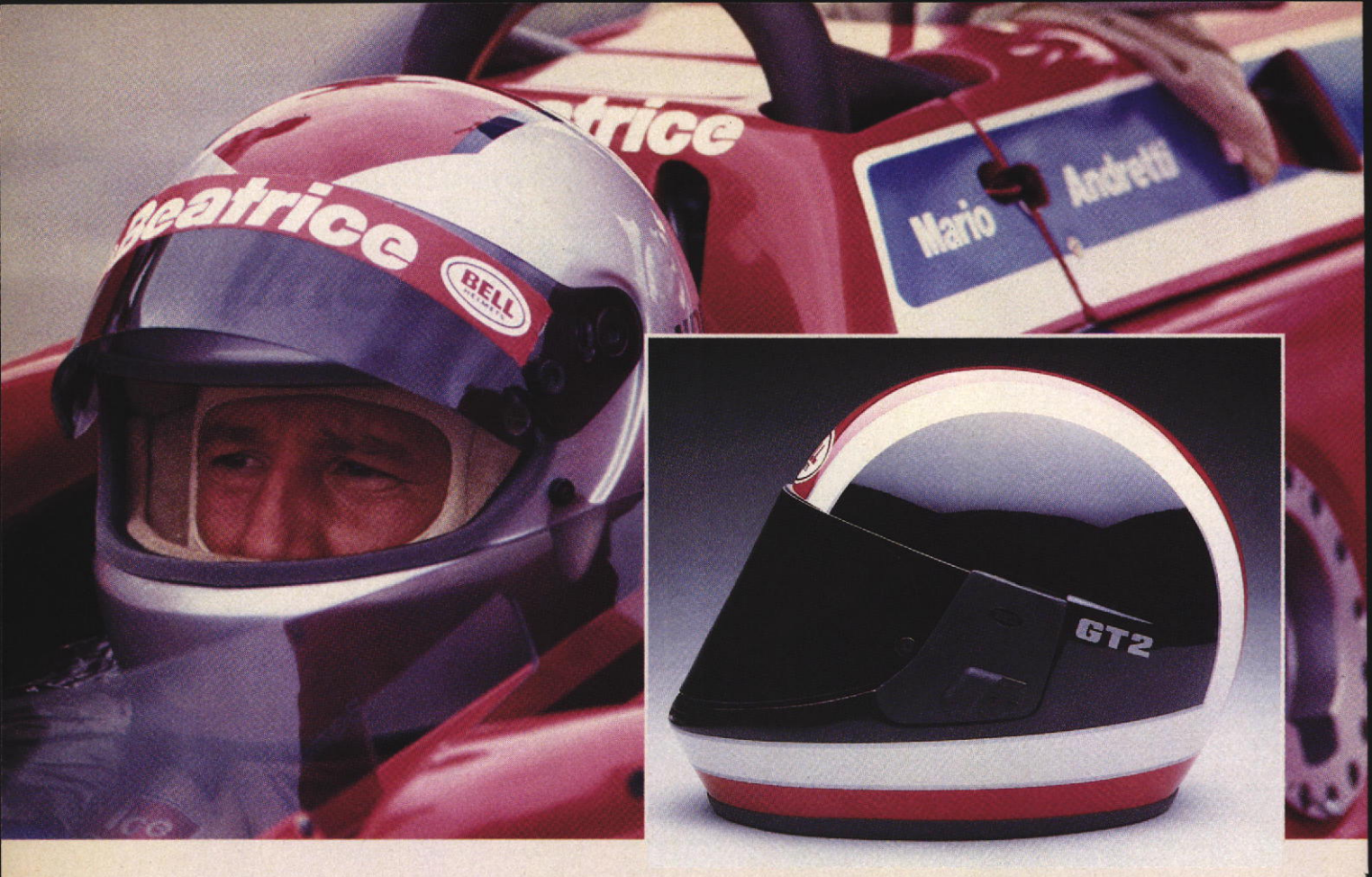

"I helped develop the new GT2, because wearing a Bell is as important to me on the street as it is on the track." Mario Andretti

"Both motorcycles and race cars are fun and important parts of my life. But I don't take unnecessary chances. Whether I'm riding my superbike or going 220 MPH in an Indy Racer, I use only quality safety equipment to keep myself safe and alert. So when Bell asked me to help develop the GT2, a street motorcycle helmet similar to my Bell XFM 2 auto racing helmet, I welcomed the chance. And I'm really pleased by the result. The GT2 is very quiet, comfortable and has excellent ventilation. And I think the colors and graphics are great for today's hot new street-bikes!"

At Bell, we're as proud as Mario Andretti of the New GT2. Mario's help was a very important contribution to the success of this helmet. He even took the time to test the shell shape in his Beatrice Lola race car at the GM wind tunnel.

Look closely at the GT2 and you'll see Bell quality and technology everywhere. From its clean, wind-cutting shape to its comfortable interior, it's designed with the serious motorcycle enthusiast in mind. The fiberglass shell is finished with stylish colors and graphics to complement today's high tech machines, and the scratch-resistant push-button face shield provides good visibility and convenience. Up front, adjustable vents enhance air circulation and reduce fogging. And a new soft fabric chin cover helps make the GT2 one of the quietest helmets available.

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The VF500 puts on its traveling clothes.

BY BILL WOLF

For some riders, the phrase "motorcycle touring" brings to mind images of massive motorcycles, strewn with enough gadgets and geegaws to overdose a hard-core arcade junkie. But an increasing number of riders are turning instead to sport-touring on lightweight, good-handling sportbikes—bikes like Honda's VF500F, for instance. While the little Interceptor ably qualifies for sporting duty, it falls short of providing some of the fundamental amenities of touring, such as luggage capacity and protection from the elements. Fortunately, these shortcomings can be easily rectified with the addition of a few accessories, and all without unacceptably diluting the VF's sporting appeal.

For example, a set of Deluxe Saddle Packs and a Fast Pack, both from Eclipse, give the Interceptor the cargo capacity it needs for sport-touring. The quick-detach Saddle Packs' mounting harness uses Fastex buckles and Velcro, and vinyl-coated

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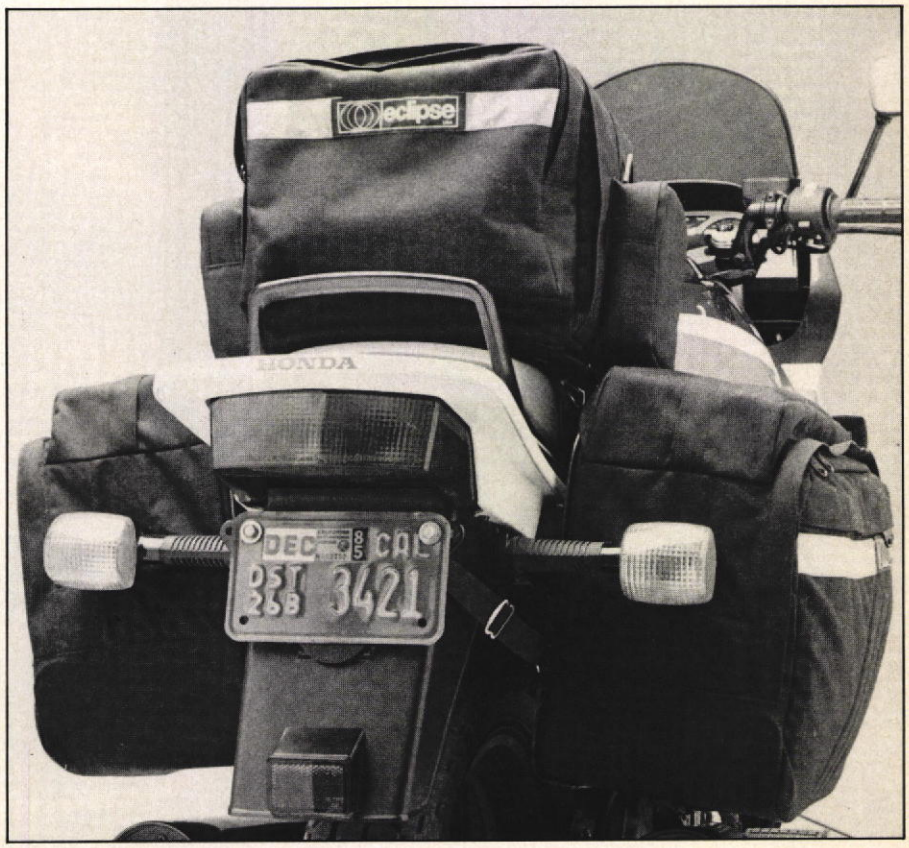

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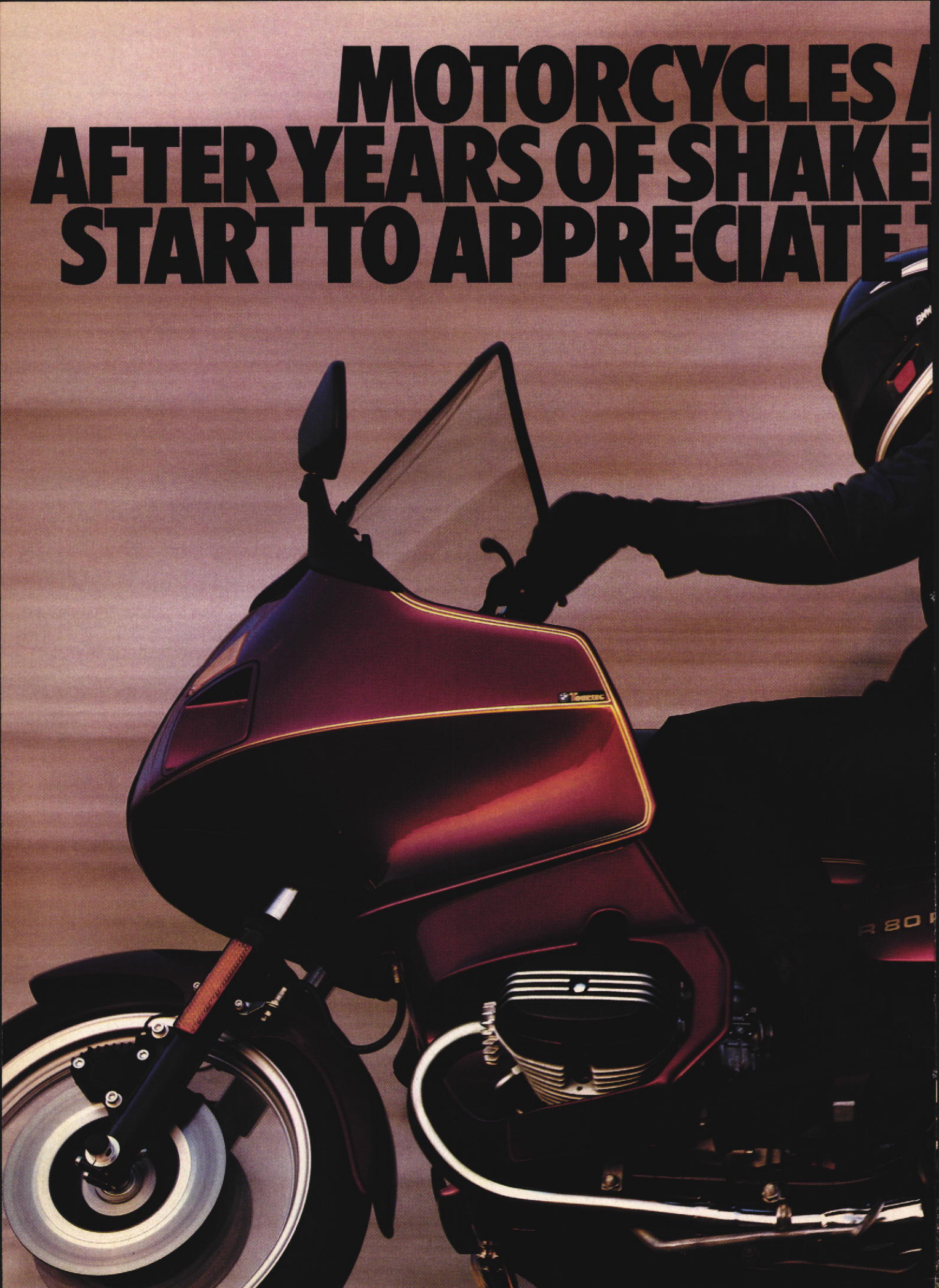
MOTORCYCLES A
AFTER YEARS OF SHAKE
START TO APPRECIATE



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"To ride a BMW R80 RT," Motorcyclist magazine wrote recently, "is to float, serene and slightly aloof, above both the road and the tacky, hard-sell paint jobs, feature lists and high-tech speed-first flash being thrown across the ocean by Japan, Inc."

That's more than a description of a motorcycle. It's the statement of a philosophy, in which minuscule production overrules the dictates of mass production.

Every BMW frame is aligned and scrutinized by a single craftsman and bears his personal seal. Each bike is inspected every 72 seconds, with the pistons alone receiving 22 separate inspections.

And, when that pitiless regimen is finally complete, the finished motorcycles are then shipped to the testing facility—not the stores.

The new BMW R65 with Monolever™ Single Swing-Arm Rear Suspension.

A result of such obsession, one critic wrote, is that "high-mileage, years-old BMW's retain their taut, solid feel when lesser motorcycles have long since gotten loose and rattly."

Another is that BMW bikes enjoy the most enduring warranty in the industry: 3 years and unlimited number of miles.*

Of course, behind such enduring bikes is enduring technology: BMW's classic flat-twin engine, which has powered BMW's through six decades and almost 200 track records. And whose light weight and low center of gravity place the R80 RT among the easiest handling touring bikes on the market.

BMW motorcycles are now available under convenient factory financing and leasing terms, and range from $3,800 to $7,650.**

A small price, indeed, for the kind of engineering that inspired Gaston Rahier to say, upon winning the legendary Paris-Dakar Rally on a BMW: "Sometimes the Dakar race seems as if it will go on forever. Fortunately, so do BMW's."

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*See warranty at your dealer for details. **Manufacturer's suggested retail price. Actual price will depend on dealer. $3,800 R65 not available in California. © 1985 BMW of North America, Inc. The BMW trademark and logo are registered. Ride safely. Always wear a helmet and eye protection. Call the Motorcycle Safety Foundation at 1-800-447-4700 for a riding course near you.

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If you're as knowledgeable about helmets as Fulmer is, you still want fiberglass. You may even pay a little bit more to get that extra quality and protection. But before you do, you need to know the difference in fiberglass helmets. Fulmer still makes them with multi-layers of hand-laid and bonded fiberglass. Then we layer on coat after coat of gleaming paint and two coats of clear finish. And we don't stop with the shell. Our luxurious liner assures comfort and good fit as well as absorbing impact energy.

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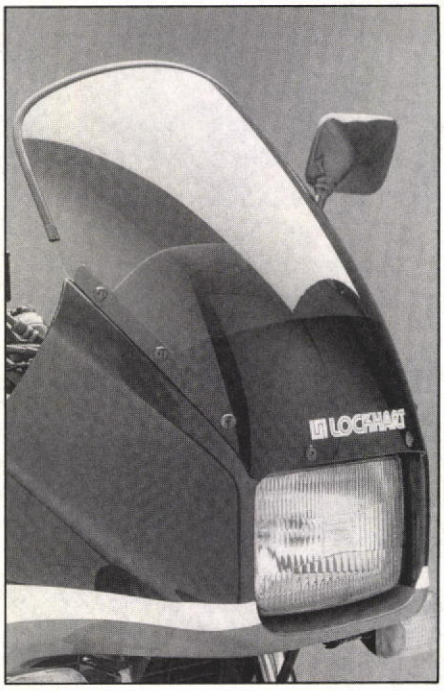

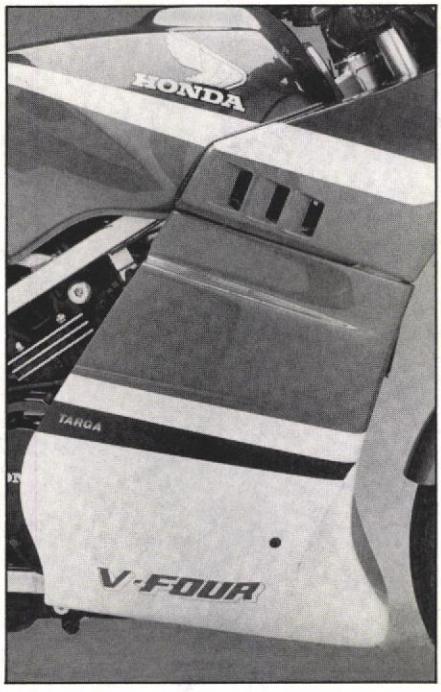

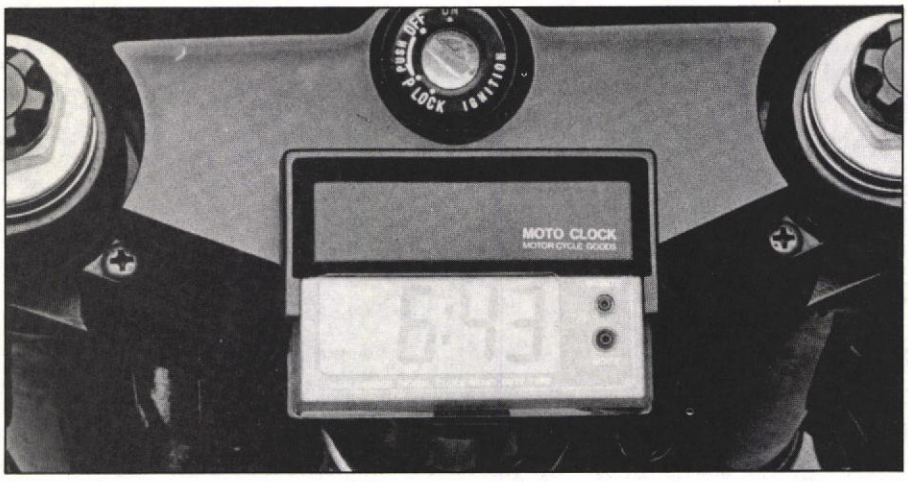

hooks secure the Fast Pack. Together they transform the spartan Honda from a day-tripper with hardly enough room for an extra pair of gloves to a weekender with the ability to tote along a change of wardrobe.

But the pleasure of starting out the day's ride in a fresh change of clothes quickly fades if at day's end you arrive at your destination bug-spattered and windbeaten. Lockhart's Smokescreen windshield, which is 2 inches longer than the VF's stock screen, not only adds a measure of protection from hostile insect life but a measure of comfort, too, by blocking the wind blast to the rider's torso.

Even with the capability to cover a lot of ground in a day, sometimes it's necessary to keep to a schedule. That's why our half-liter long-hauler sports a large-display digital clock from Lockhart. And finally, because sport-touring doesn't have to be *completely* practical, our Interceptor wears a set of fairing lowers from Targa Accessories so both rider *and* bike can arrive looking their best. Because after all, style is the only real difference between traditional tourers and sport-tourers; that and their interpretation of the term full-dress: For one group, it means a suit and tie, and for the other it means a suit of leathers. •

Manufacturers' addresses and suggested retail prices:

Deluxe Saddle Packs $199.98
Fast Pack $74.98
Eclipse Inc., Dept. CG, P.O. Box 3701, Ann Arbor, Michigan 48106

Smokescreen windshield $49.95
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Lockhart, Dept. CG, 15555 Texaco St., Paramount, California 90723

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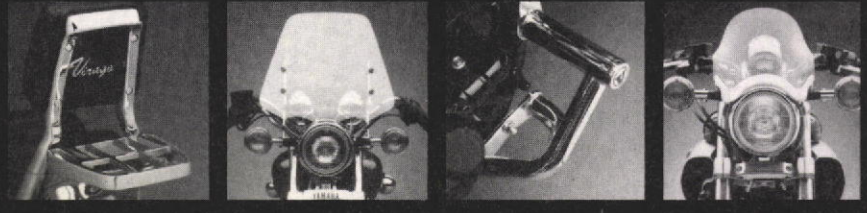

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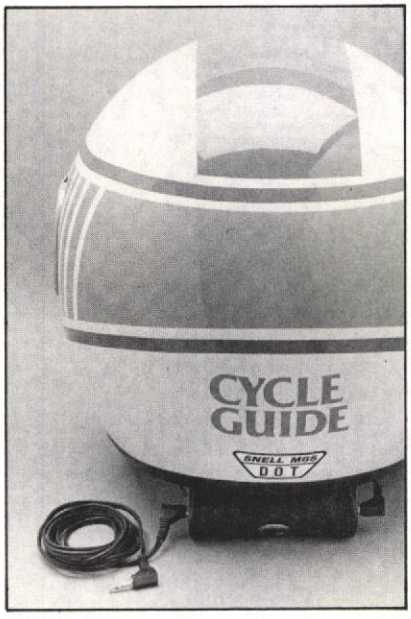
PRODUCT EVALUATION:

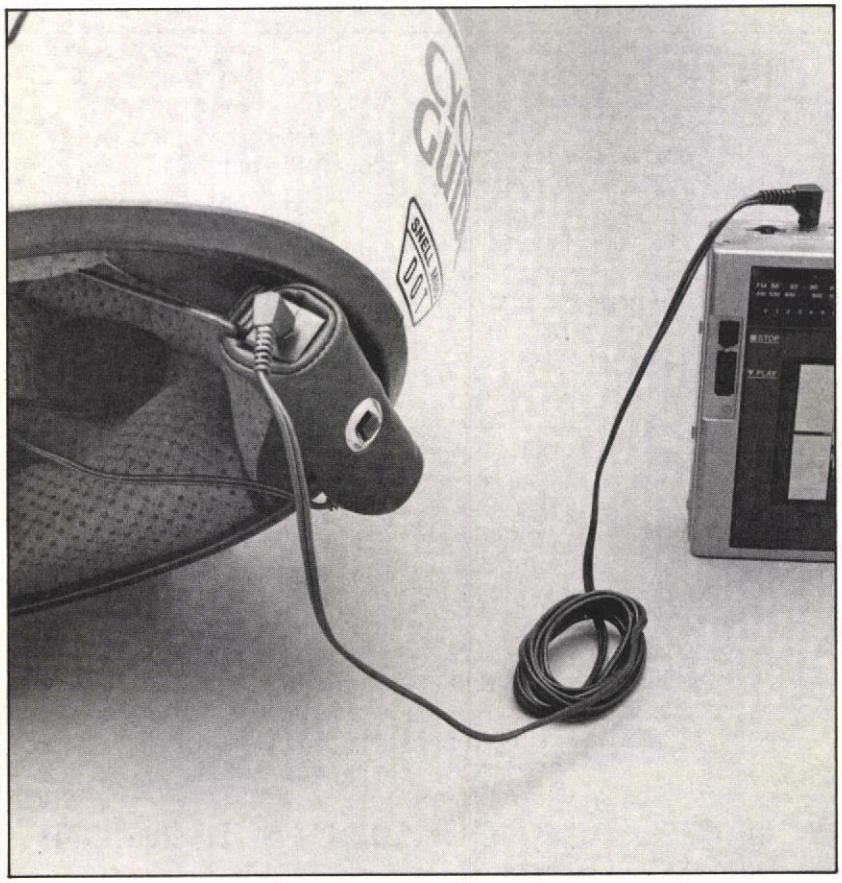
Helmet Sound

You can take it with you.

• Lovers of moto-music aren't confined solely to the ranks of touring riders. Commuters and sport-touring riders like to take along tunes, too, in order to break up the monotony of the miles. Unfortunately, few non-touring bikes can easily accommodate the first-cabin AM/FM cassette stereos found on luxo-tourers. But now there's a product that turns your pocket stereo into an on-the-road entertainment center to rival the best of the big rig stereos.

Helmet Sound consists of a junction box, two speakers and a 58-inch-long patch cord with a standard 3.5mm plug at each end. The junction box is designed to be installed along the bottom rear of a motorcycle helmet, with the two speakers fitting inside next to the rider's ears. Installation in most helmets takes only a few minutes and unlike some helmet headphone setups, with Helmet Sound you don't have to alter





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Helmet Sound connects to almost any cassette player or portable stereo

And turns almost any helmet into a portable concert hall.

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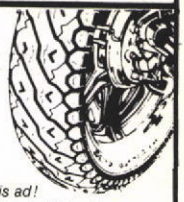

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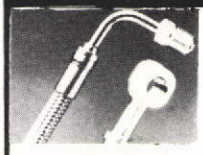

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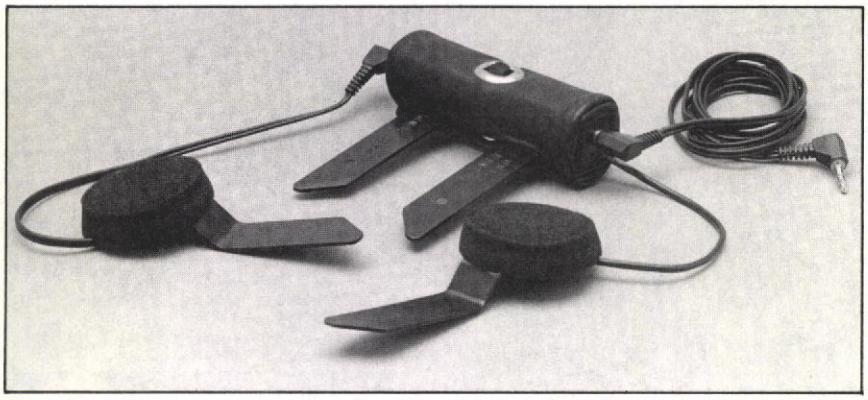

Helmet Sound's mounting tabs slide between helmet's shell and liner

No-holds-barred sound quality with no holes drilled.

your expensive headgear in any way: Helmet Sound's plastic mounting tabs slip between the helmet's shell and liner, securing the switchbox and the two speakers without adhesives or clips.

The idea behind Helmet Sound might be fairly simple, but the effect is impressive. Once installed, simply use the patch cord to hook up your personal stereo or cassette player, and Helmet Sound's pair of small but powerful speakers turns your helmet into a mobile concert hall. And because the sound doesn't have to blast through ambient wind noise to reach the rider, sound quality with Helmet Sound far surpasses that of even top-line touring bike stereos.

There are two models of Helmet Sound units available. The HS101-S, for use in states where dual headphones are prohibited for motorcyclists, has one permanent and one detachable speaker. The other model, designated the HS101, is for states where dual headphones are legal, and has two permanently attached speakers and an extra outlet plug. With this second type—or with the detachable speaker disconnected on the first type—passengers can tap into the unused plug and enjoy the performance, too. Both units also feature a switch that cuts out one speaker for AM listening, or when you want to tune in to surrounding traffic noises.

Tuning into a Helmet Sound pays big sound dividends no matter what you ride. It not only helps you get the fullest value from your personal cassette/stereo, but adds versatility to your motorcycle, too. Because, when it comes to moto-music, what other product is small enough to fit into your pocket and still put a Rebel one up on an Aspencade?

—Jerry Smith

Helmet Sound Helmet Headphones
Manufacturer: Helmet Sound, Inc. P.O. Box 364 Oberlin, Ohio 44074
Suggested retail price: HS101/ $49.95, HS101-S/$52.50

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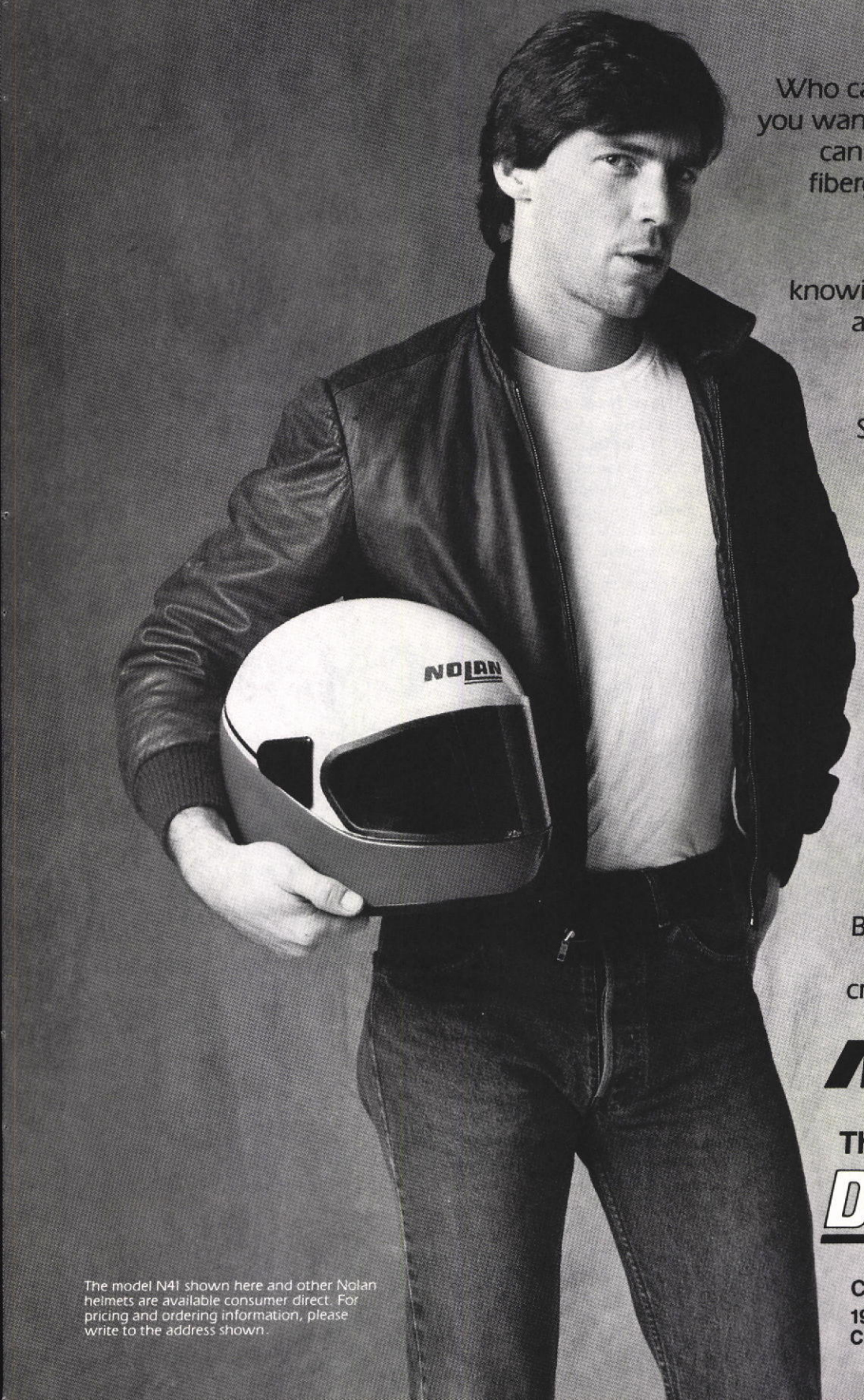
American helmet makers don't want you to read this.



Who can blame them? Would you want people knowing they can buy a European Nolan fiberglass helmet for as little as ½ the cost?

Would you want them knowing Nolan helmets offer all the creature comforts found in higher-priced American helmets?

Structured by computer, painted by robotics—the Nolan N41 heralds a new high in high-tech helmets. Aerodynamic, streamlined fiberglass shell . . . we could go on, but do you think they'd want us to?

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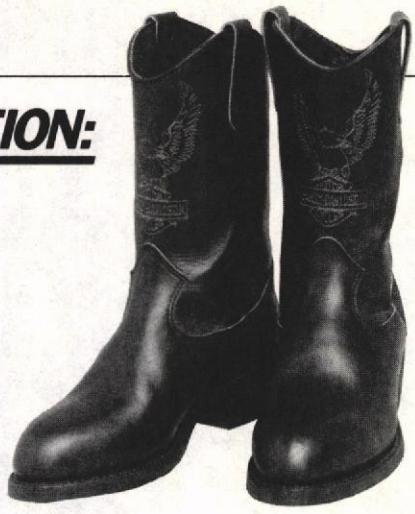
The model N41 shown here and other Nolan helmets are available consumer direct. For pricing and ordering information, please write to the address shown.

PRODUCT EVALUATION:

H-D 730 boots

Rain boots grow up.



• When it comes to wet-weather footwear, your perennial choice winds up between those nylon baggies that slip over your boots, or those rubber booties that stretch over them. Either way, your selection comes down to looking like a 4-year-old in sleepers, or a kindergartener in galoshes. And while either solution usually will keep you dry, neither one is particularly popular with adults. But Jaco is out to change those choices, with its Harley-Davidson 730 boots.

The difference between standard rain gear and the H-D boots is obvious, even at first glance, because Jaco's rain boots look no different from typical leather riding boots. Aside from an ornate Harley-Davidson eagle embroderied on the shin, they look much like short, slip-on cowboy boots. A pair of pull-on loops are stitched to the top of each boot shaft, while stitched-on Vibram soles complete their heavy-duty construction.

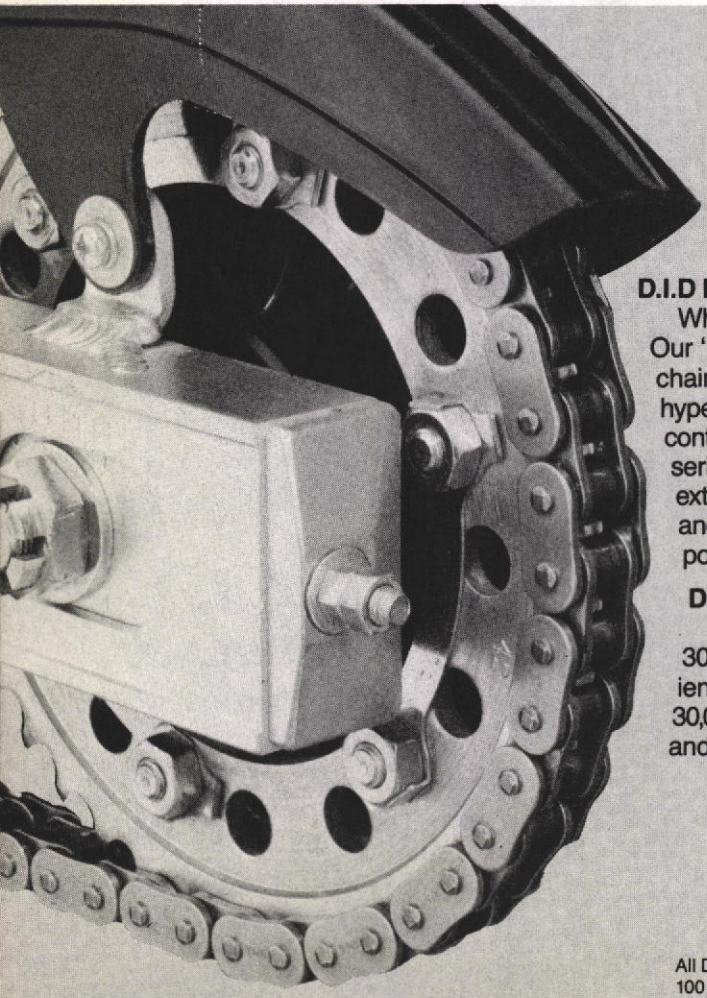
All in all, the H-D boots look much like standard riding fare, but the boots' conventional leather exterior hides a Gore-Tex inner liner, which is the secret to their duck's back water-shedding ability. The liner consists of a seamless "sock" that's glued, rather than sewn, to the inside of the boot, which eliminates any needle holes through the boots' waterproof interior. As added insurance against leaks, the seams on the sock itself are sealed with waterproof tape.

And as you might expect from the look, the H-D footwear at first seems no different from standard boots. For normal riding, they feel much like a pair of heavy touring boots, although they lack the control feel and the kind of ankle support some lace-up or zippered boots provide, and the seam at the top of the shaft can chafe annoyingly until the boots are broken in. Still, those are common complaints with low-cut slip-on boots, and once you've broken them in, the H-D footgear is comfortable for either riding or walking.

It's when the weather goes to hell in a handbasket that you really appreciate the Harley boots, though, because they'll keep your feet as dry as a camel jockey's sandals, even after the leather is completely soaked. And because the Gore-Tex inner liner stops water droplets yet allows water *vapor* to pass through, sweat can evaporate and your feet can breathe. Consequently, your toes don't get clammy, even after you've spent several hours riding in the rain. And after all, keeping dry is the point behind the 730 boots anyway; that, and being able to dress like an adult, of course.

—Jim Miller

Harley-Davidson 730 boots
Available from: Harley-Davidson dealers nationwide
Suggested retail price: $110 (approximately)
Available colors: black
Available sizes: 7–13



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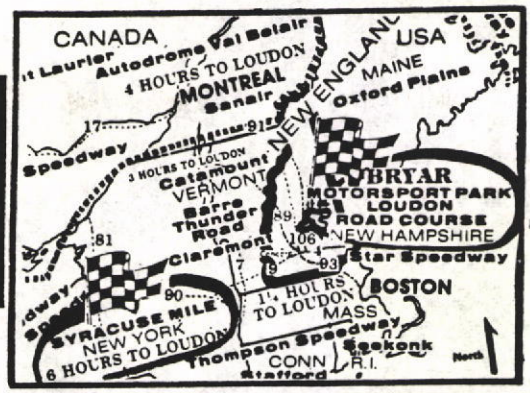
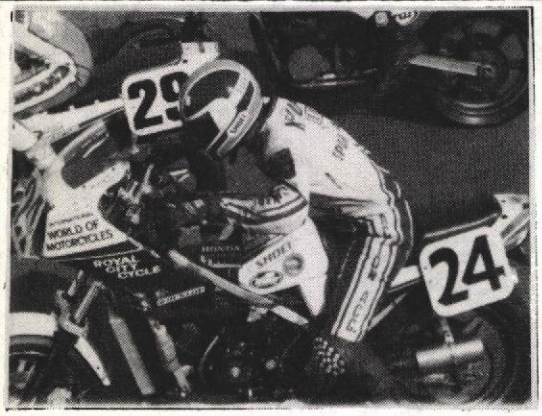


Coors Tour



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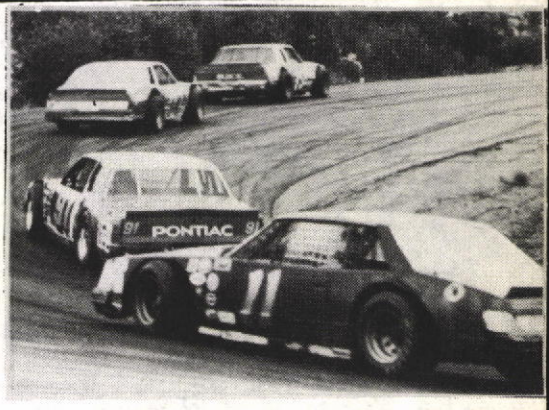

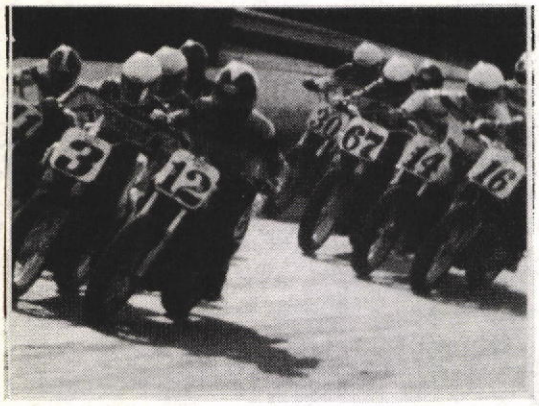

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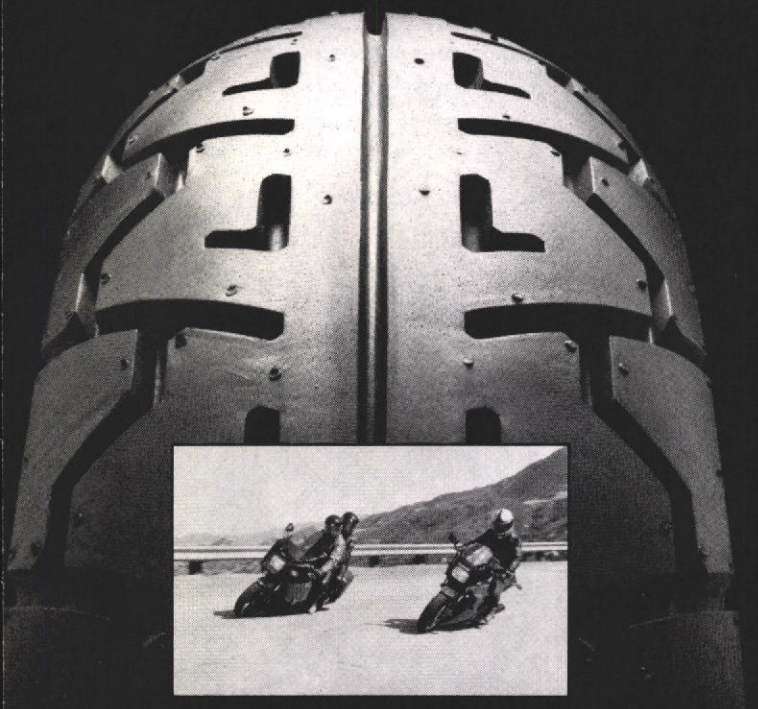

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REAR; 140/90 H 15 T/L RWL; 150/90 H 15 T/L RWL; 120/90 H 16 T/L BW; 130/90 H 16 T/L BW and RWL; 110/90 H 17 T/L BW; 130/90 H 17 T/L BW and RWL; 110/80 H 18 T/L BW; 110/90 H 18 T/L BW; 120/90 H 18 T/L BW; 130/90 H 18 T/L BW and RWL

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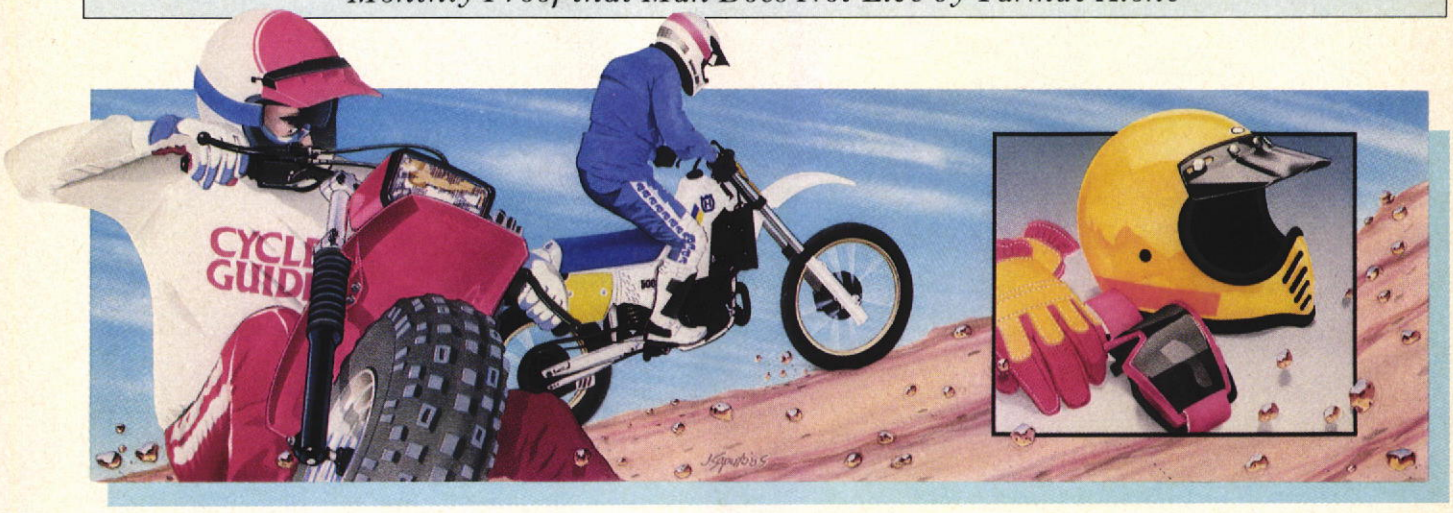

Three's A Charm

• Judging by Rick Johnson's performances at the Nippondenso Supercross Series' first two rounds, you'd have thought that he *didn't* want to win a race. He put his Honda CR250R solidly into first place at the Anaheim Opener, looking a sure winner until the final laps of the race, when teammate David Bailey caught and passed him for the win.

The second round at Houston was a near replay of Anaheim. Johnson held onto first until he crashed off a triple jump, surrendering a seven-second lead to defending Supercross Champion, Jeff Ward (Kawasaki). Johnson remounted to finish third, again behind Bailey.

Finally at San Diego—Johnson's hometown—he won. And with the win came the ND points lead; Johnson led Bailey 67 to 63.

"I've wanted this win for four years," Johnson said of his San Diego victory. But perhaps even more, he wanted to shake off the misfortune that followed him at Anaheim and Houston, and just start *winning*.

—Dain Gingerelli

PHOTOGRAPHY © 1986 DAVID DEWHURST

Oh, No!

• As a professional motocross racer, Johnny O'Mara is practically indestructible. He's always healthy—or so it seemed.

But O'Mara started the 1986 season with a banged-up knee, the result of a crash in practice shortly before the opening round at Anaheim last January. Despite his injury, he competed at Anaheim, and while it was obvious that it wasn't the same O'Show tackling the triple jumps and pounding into the berms, he did manage to salvage a third-place finish.

O'Mara repeated his Herculean effort at Houston, placing fourth, then took his swollen knee to San Diego where he finished fourth again. Barring any disastrous crashes or accidents, O'Mara figures his knee will heal in time for the outdoor Nationals this summer. In the meantime, he's doing all he can to remain in the Supercross points chase; he was third in the standings after San Diego. "I'm just trying to hang in there," he said. He's not doing a bad job, considering that, for motocross standards, he's half crippled.

—Dain Gingerelli

Continued

PRODUCT EVALUATION:

Gear Raceware Pro Pants

Get into gear, with a little style.

• Off-road riders and racers are fashion-conscious people. They prefer their riding apparel to be both functional *and* stylish: Looking presentable after a long trail ride or a 45-minute moto ranks with equal importance to feeling comfortable *during* the ride.

To help those fashionable off-roaders, Gear Raceware offers its Pro Pants. The Pro Pants are form-fitting motocross pants that fit right into the off-road fashion scene. The colorful, form-fit pants are made of Armonyl, a durable and colorful nylon fabric. For easy movement, a band of four-way stretch nylon runs the length of each pant leg and joins at the back. The stretch nylon lets the Pro Pants comply with your movements, so you aren't bothered by pants material bunching up at your joints or pinching your thighs. A metal/nylon front zipper and a full-floating webbed-nylon belt that loops around the entire waistband makes sure the Pro Pants fit snuggly around your waist, not your derriere. A single-action nylon cinch-buckle offers an infinite number of settings for a good fit.

Gear didn't lose sight of the protective part of the off-road equation, though. As with most off-road pants, the Pro Pants have removable knee and shin guards, and Velcro-attached hip pads to soften the blow if you happen to fall off your two-wheel fashion show. The full-length plastic shin guard and knee cups are fastened together by a nylon pouch that also contains padding for the inside of the knee cup. The knee/shin guards slip into leg pouches, so they remain in place inside the pants' legs—enough so that it practically takes an act of Congress to shift the Gear knee cups and shin guards while riding.

Not all the protective design guards against trackside obstacles. To make sure you remain cool while riding, the Pro Pants have a shear nylon lining that lets air circulate freely under the Armonyl shell. Also, the predominantly white color assists in reflecting the sun's heat, so on hot days, you remain somewhat cool. At the same time, the white works against you if you're worried about looking inspection-ready *all the time.* Obviously, white is a hard color to keep clean, especially for off-road riders. While the Pro Pants are machine washable, they never truly come clean of the dirt collected on the trail.

But in the end, fashion *should* take a backseat to function when it comes to off-road riding or motocross racing. And there, the Pro Pants take the driver's seat. The Gear pants are comfortable and offer adequate protection for racing. And that, more than looking like a magazine cover moto-model, is what riding apparel is *really* all about. Which makes the Gear Raceware Pro Pants a good choice for racers and recreational riders.

—Dain Gingerelli

Gear Raceware Pro Pants
Manufacturer: Gear Products, 952 E. Ramsey, Banning, California 92220
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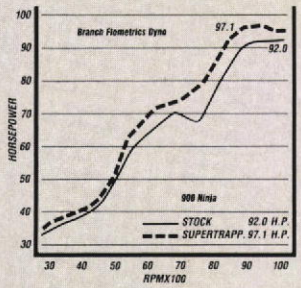

Models for '600, 900, 1000 Ninja; GPZ 750 '83-'85, 750 Turbo; V-Max; FJ1100 '84-'85; 500, 700, 1000, 1000R Interceptor; V45, V65 Sabre; V45, V65 Magna. (Magna and V-Max in stainless steel only.)

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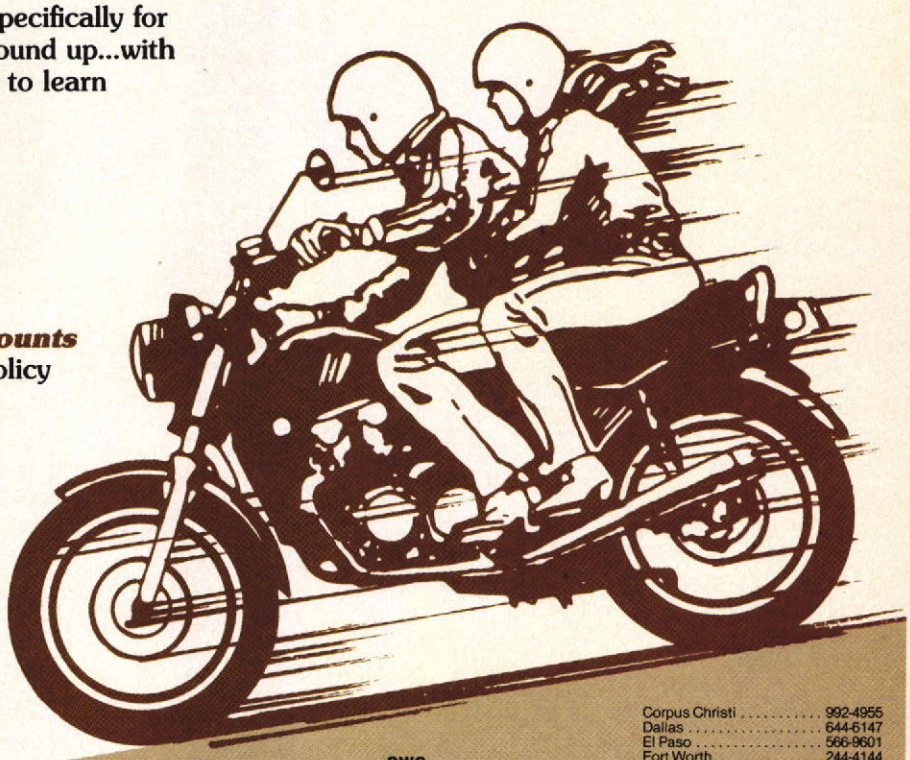

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TRACK TEST:

Yamaha TT350

Four strokes of genius.

BY DAVID DEWHURST

• In a do-anything world of four-stroke dirt bikes, Yamaha's new TT350 is just slightly out of step: It's not meant to do everything. At least that was Yamaha's aim when its engineers started designing "a more serious four-stroke."

Don't be misled, though; the TT350 isn't going to challenge a 430WR for enduro gold, or even topple Husqvarna's race-only four-stroke. Instead, Yamaha tries to bridge the gap between a traditional thumper playbike and a deep-woods split-timer, producing a tidy little package that wouldn't make even a Husky owner turn up his nose.

There might be a few raised eyebrows though at the thought of a serious thumper based on the ultimate do-anything playbike, the XT350. But Yamaha knows that beneath the docile exterior of the XT's dual-overhead-cam four-valve motor lies potential power. All it takes to transform the XT into a go-get-'em woods bike is some heavy breathing.

Those breathing exercises start in a large air box with a foam filter. Farther downstream is a two-barrel carburetor with a 24mm slide/needle venturi and a 25mm constant-vacuum venturi. The slide/needle carb carries the idle circuit and functions at small throttle openings to provide the high-velocity intake charge needed at low rpm. As the motor spins faster, engine vacuum allows the CV carb to provide additional intake area for high-rpm use.

To ensure the intake charge gets as clear a shot as possible at the cylinder, Yamaha engineers increased the XT's intake-tract diameter to 25mm, and bumped valve diameter to 29mm, up 1mm in both cases. The intake-valve stem is also waisted to provide even less restriction to intake flow. And with that uncorking of the motor, the TT350 is ready to take on the woods.

It still isn't close to a rock-spewing monster, but the TT350 motor is noticeably more lively than the XT, and a pretty close match for Honda's XR350. In backroad roll-ons, the

XR and TT run neck and neck at the finish, with the Honda punching out a little more mid-range while the Yamaha revs higher and quicker. The TT motor also feels right at home twisting between rocks and trees, with just enough power to keep things rolling no matter what comes along. Even with the motor turning slower than a clock's hour hand, a big handful of throttle won't make the TT cough. Yamaha's twin-carb system works so well that the 350 just keeps chugging along when others might hesitate and die.

Such a forgiving nature makes the TT350 motor great for experienced and novice riders alike. Whether you're deep in woods or playing in the desert, there's just enough power to keep you happy. Not that a little more top-end would hurt the Yamaha, especially when using the tall top gear through tough terrain, such as a sand wash. But with such a silky shifter and a low-effort clutch pull, it's easy to keep the TT spinning where it's happiest.

It also takes little effort to steer the bike exactly where you want it, because Yamaha managed to make the TT350 feel much lighter than its 261 pounds. The tank is narrow, as are the engine cases, and that makes the 350 feel smaller than other thumpers, including Honda's XR350. Yamaha also mounted the pegs quite far back, which makes it easy to stand up while riding the TT350.

All that chassis trickery makes the TT350 feel more like a trials bike than the average dirt thumper, and that's great for knifing carefully along a tight

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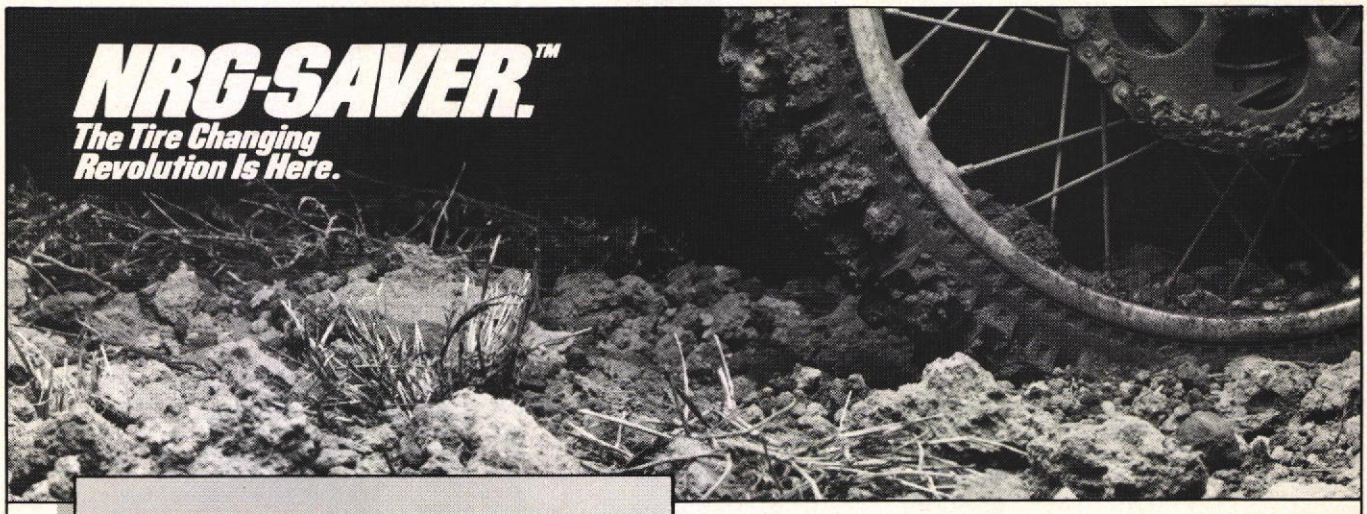

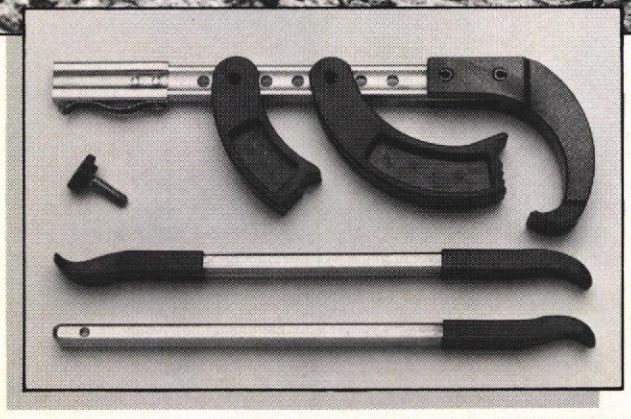

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trail. And in this respect, the TT350 really is a step toward a competitive four-stroke enduro. In fact, the 350 handles almost as well as Yamaha's all-enduro IT200 when the going gets tough. The trade-off comes when you sit down and get lazy, particularly riding over a smooth fire road. The riding position is still comfortable, but the rear-mounted pegs that help in the twisties put too much of the rider's weight on the rear, which prevents the front wheel from sticking as well as it might. The TT350 never feels perfectly happy arcing around a broad sweeper; in contrast, an XR350 slides well enough to let you feel like Bubba Shobert.

Underscoring the TT's dislike for fast sweepers is a suspension designed more for bumps than a blue groove. Yamaha endowed the 350 with an air-adjustable, long-travel fork and a rebound-damping adjustable Monocross rear suspension, adapted from last year's YZ. Both ends work with a suppleness that could have done justice to a GP motocross bike a few years ago. By trail-bike standards, they work extremely well and help cushion the heavy landings that instantly separate serious racebikes from the average thumper. Spring rates are still pretty soft and offer a cushioned ride that will suit most casual riders; heavy riders, however, or those who really are searching for enduro gold, might need something a little stiffer.

Fortunately, those same hard chargers won't need to change the TT's brakes. Both the front disc and rear drum are powerful and progressive and, like the clutch, require very little effort. Even the kickstart, with its automatic decompressor, takes little more than a gentle swing to fire the motor. Still, it's generally easier to find neutral than fight clutch drag with an in-gear start.

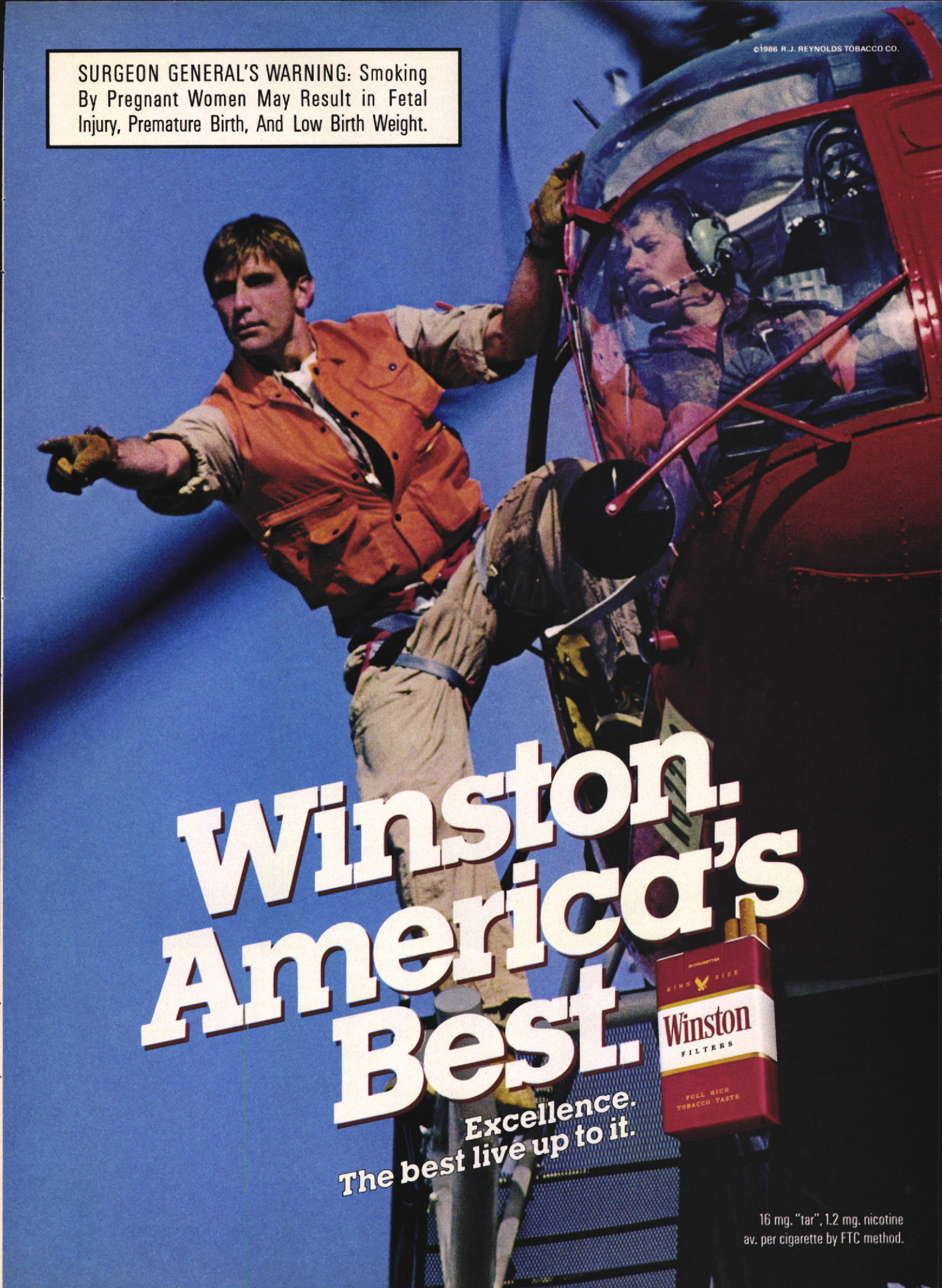
Despite all these low-effort, high-performance features, many riders think the TT350's strongest feature is the way it looks. The white and red colors make the TT look even smaller and lighter than it is. From a distance, the TT could even be mistaken for a big-bore YZ, and that's almost how it feels. It even has large YZ-style airscoops, which Yamaha claims funnel cooling air onto the cylinder head. There also are a pair of plastic handguards that fend off smaller twigs and branches in the woods.

What the TT350 doesn't have is a high-tech electronic trip computer like the XR350, using instead a very basic resettable odometer. But, as Yamaha is quick to point out, the TT isn't intended to be a dead-serious enduro winner. It is simply a playbike that's serious enough to be modified to chase after gold, and actually lacks only an enduro computer and stiffer suspension to fulfill that task. But when that's all it takes to get serious, it's obvious that Yamaha really has built a better four-stroke playbike. ●

YAMAHA TT350

Importer: Yamaha Motor Corp. U.S.A.
6555 Katella Ave.
Cypress, California 90630

Category	Trail
Suggested retail price	$2199
Engine type	four-stroke vertical single
Valve arrangement	double overhead camshafts, four valver per cylinder
Bore and stroke	86.0mm x 59.6mm
Displacement	346.2cc
Compression ratio	9.0:1
Carburetion	one two-barrel Teikei Kikaki; 24mm slide/needle primary venturi, 25mm constant-vacuum secondary venturi
Gearbox	6-speed
Front suspension/wheel travel	Kayaba air-spring, 41mm stanchion tube diameter/10.4 in. (264mm)
Rear shock/wheel travel	Yamaha, 30-position adjustable rebound damping, 23mm spring preload range/9.3 in. (236mm)
Weight	261 lbs. (118.4kg)
Wheelbase	56.3 to 57.6 in. (1430 to 1464mm)
Seat height	36.5 in. (926mm)
Steering head angle	27.5 degrees from vertical
Front wheel trail	4.53 in. (115mm)
Warranty	90 days
Available color	white only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Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

Vee-Four The Season

The winning formula for GP racing.

• Kenny Roberts is returning to Grand Prix racing. Not as a throttle jock, but as a team manager. America's most successful 500cc world champion will manage the two-rider Yamaha team sponsored by Lucky Strike cigarettes. "They asked me at the end of last season if I could put together a team with two American riders. I said yes, and here we are."

But actually getting to where "we are" has been a long, winding road—for everybody in Grand Prix roadracing. Only during

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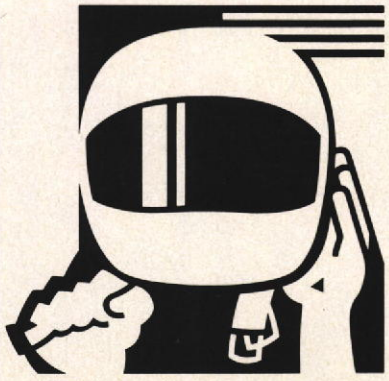
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the past few years have 500cc GP bikes been considered refined enough that racers can think more about riding fast than just hanging on for dear life. As Roberts pointed out, today's GP bikes are as good, maybe better, than the riders who control the joy sticks. In so many words, Roberts figures that there is no reason for *major* improvements on today's racers. "And that's really good, because you don't have to spend all your money in development, trying to decide what motor layout to use, what powerband you need," Roberts explained. "Now you just unload the bike from the truck and instead of spending three days trying to get the thing to quit wobbling here and steer faster there, you just say, 'God, this bike's good,' and go racing."

The turning point in technology for Yamaha, says Roberts, was about 1983. "'83 was a big jump from '82," he said. "Before that it was trying to put out fires that we had—problems and stuff. But we made a big jump in '83 and '84. Now (the improvement over) '85 was smaller, and '86 is smaller yet. But the YZR500 is so good now . . . that . . . things are going to come a little slower to make it better."

Honda, too, has undergone the same basic growth rate. When Freddie Spencer rode the first NSR500R in 1984, it was plagued with poor handling. The NSR's topsy-turvy design—the fuel tank was tucked under the frame, while the four exhaust chambers snaked over the engine—created many problems for Honda's technicians as well as Spencer. According to the current world champion, the original NSR was hard to ride because its handling and power characteristics were so excessive. "The bike was so extreme," he now says.

Eddie Lawson with Kel Carruthers

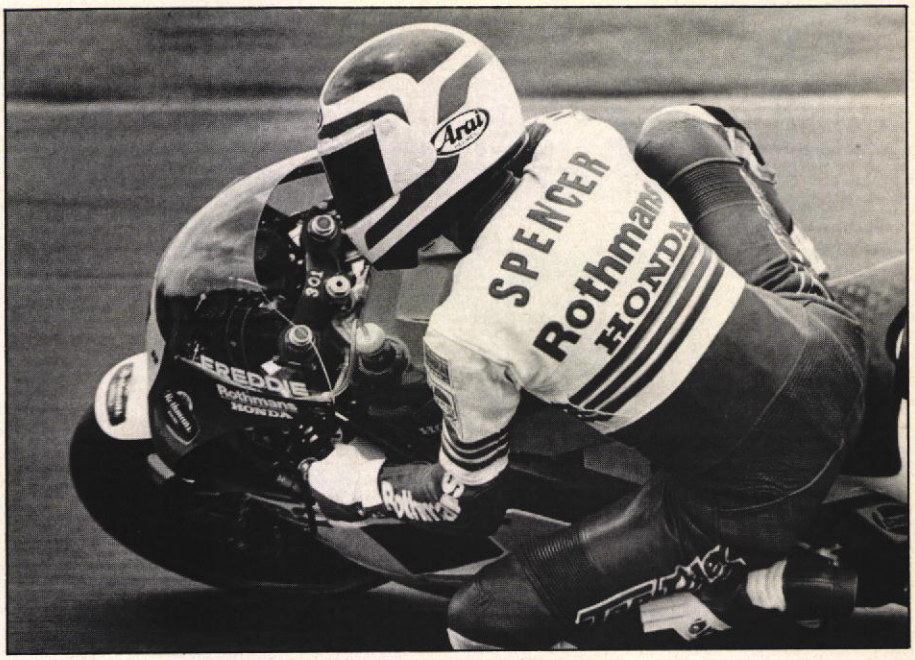
EL figures KC is worth a few more hp.

Indeed, Spencer's 1985 championship bike was more conventional in its design—and performance. As one of the Honda mechanics said when the bike was unveiled at Daytona last year, "We've reshuffled a few things. They put everything in the right place this time." Spencer put the bike in its right place, too, winning not only the Daytona 100, but the 500cc World Championship.

Spencer will be joined this year by Austrailian Wayne Gardner on the Rothmans-Honda team. Both will ride NSR500 vee-fours, and will meet a Yamaha attack that will be larger than ever before.

The Marlboro-Yamaha team, with Eddie Lawson and Englishman Rob McElnea, spearheads Yamaha's assault on recapturing the world title. The Gauloises-sponsored Sonauto French team with Christian Sarron as pilot returns with its updated YZR500, while Roberts' Lucky Strike squad, with Americans Randy Mamola and Mike Baldwin, completes the Yamaha hit list.

Lawson, in particular, is confident about regaining the title he lost last year. "Kenny's team will have the same bikes that we have. I think we'll have the advantage, though, because the Japanese engineers who develop the bike will be in our pits most of the time. Plus, I've got Kel (Carruthers)." Lawson credits Carruthers with the Yamaha's reliability; Eddie's YZR has had no mechanical DNFs the three years he has raced it.



Spencer navigates the Honda NSR500 vee-four through GP waters

Rothmans' fleet will double in size, with Gardner commanding the other bike.

On the other hand, Roberts is more concerned about beating the Honda team, but thinks the YZR500 is up to the task. "I think it'll beat the Honda now. I had no trouble beating the Honda at Laguna . . . Randy rode it and thought it was great, and he rode both the Honda and the Yamaha. He said the Yamaha was really good, a lot better than he had anticipated. When I watched the Honda last year, I didn't think it worked that good.

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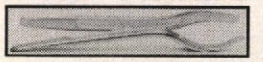

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Spencer drifts his Honda vee-four

Powerful enough to rule the world.

It might work for Freddie, but it didn't work that good around the racetrack."

To an extent, even Spencer concurs with Roberts' evaluation of the NSR500. In an interview shortly after the 1985 season, Spencer compared the three-cylinder NS500 with the current vee-four NSR. "It's not easier to ride than the three-cylinder, but I feel it fits my style better," he said.

Fitting a rider's style, then, might be the determining factor in winning this year's championship. Because the bikes—at least the Honda NSR500 and Yamaha YZR500—are so refined and so equal, the final verdict might rest directly in the riders' hands. Perhaps Roberts summed it up best when he said, "The guy that's on it is more important right now than the motorcycle. And he probably will be forever." The way it should be—now and forever.

Mike Baldwin has reason to smile

He'll be riding a factory Yamaha.

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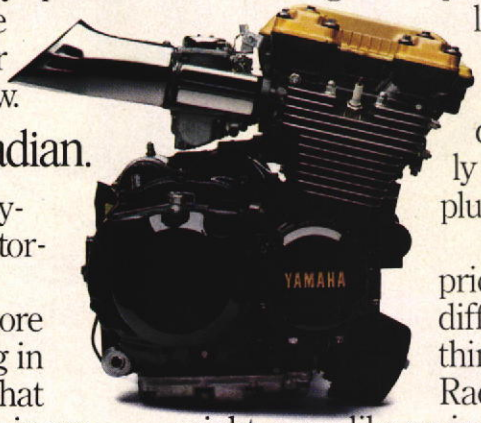

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• Before the Grand Prix season even started this year, experts looked to the stars for the answer. Which American—defending World Champion Freddie Spencer; former No. 1, Eddie Lawson; three-time runner-up Randy Mamola; or five-time AMA Formula 1 Champion, Mike Baldwin—stood the best chance of capturing the 500cc World Championship, roadracing's most prestigious honor?

Those experts could be looking in the wrong direction. Rather than search the heavens, they might look Down Under for the answer, because it might be Wayne Gardner, Australia's top roadracer. After proving his mettle last year aboard a three-cylinder NS500, Gardner will share an identically prepared NSR500 vee-four with Spencer on the Rothmans-Honda team.

Gardner's style is very similar to the Americans when it comes to riding a 500cc Grand Prix roadracer. He lets the rear tire slide on the ragged edge, sometimes even appearing out of control. But he's not. Fact is, all of the American riders respect him, and Lawson even said, "I wouldn't count Gardner out. Actually, he or (Christian) Sarron could be World Champion this year."

Gardner slides his Honda NS500 vee-three at Mugello last year

Attacking the 500cc World Championship from every possible angle.

Wayne Gardner, the man from Down Under

It would be un-American if he won.

Those who doubt Gardner's ability to win the championship should consider one other point: Gardner finished fourth in the standings last year, which means he will have the No. 4 plate on his Honda for 1986. The same number, incidentally, that Lawson carried to the title in 1984, and Spencer won with last year. —*Dain Gingerelli*

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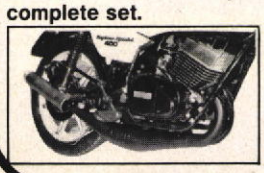

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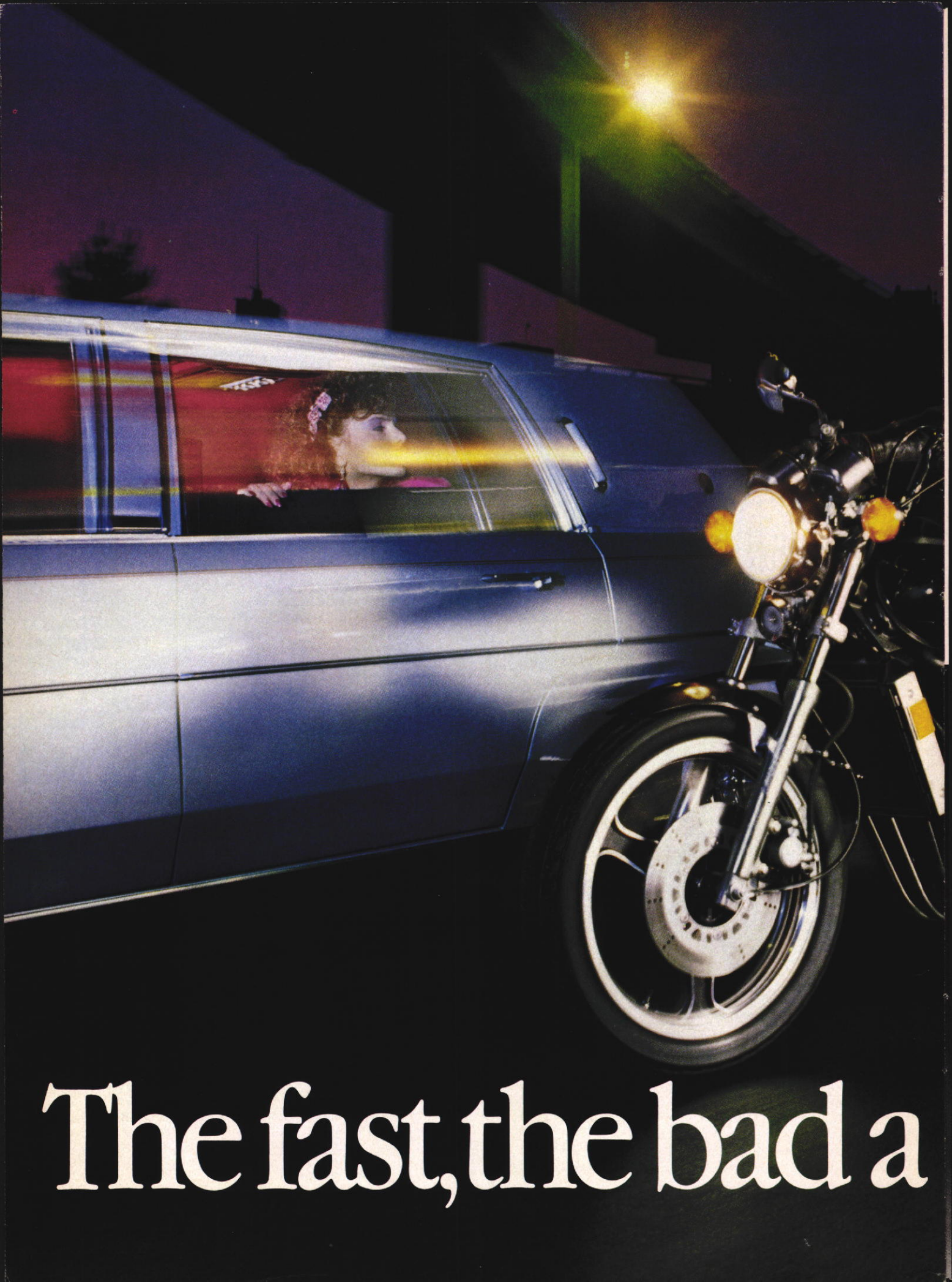

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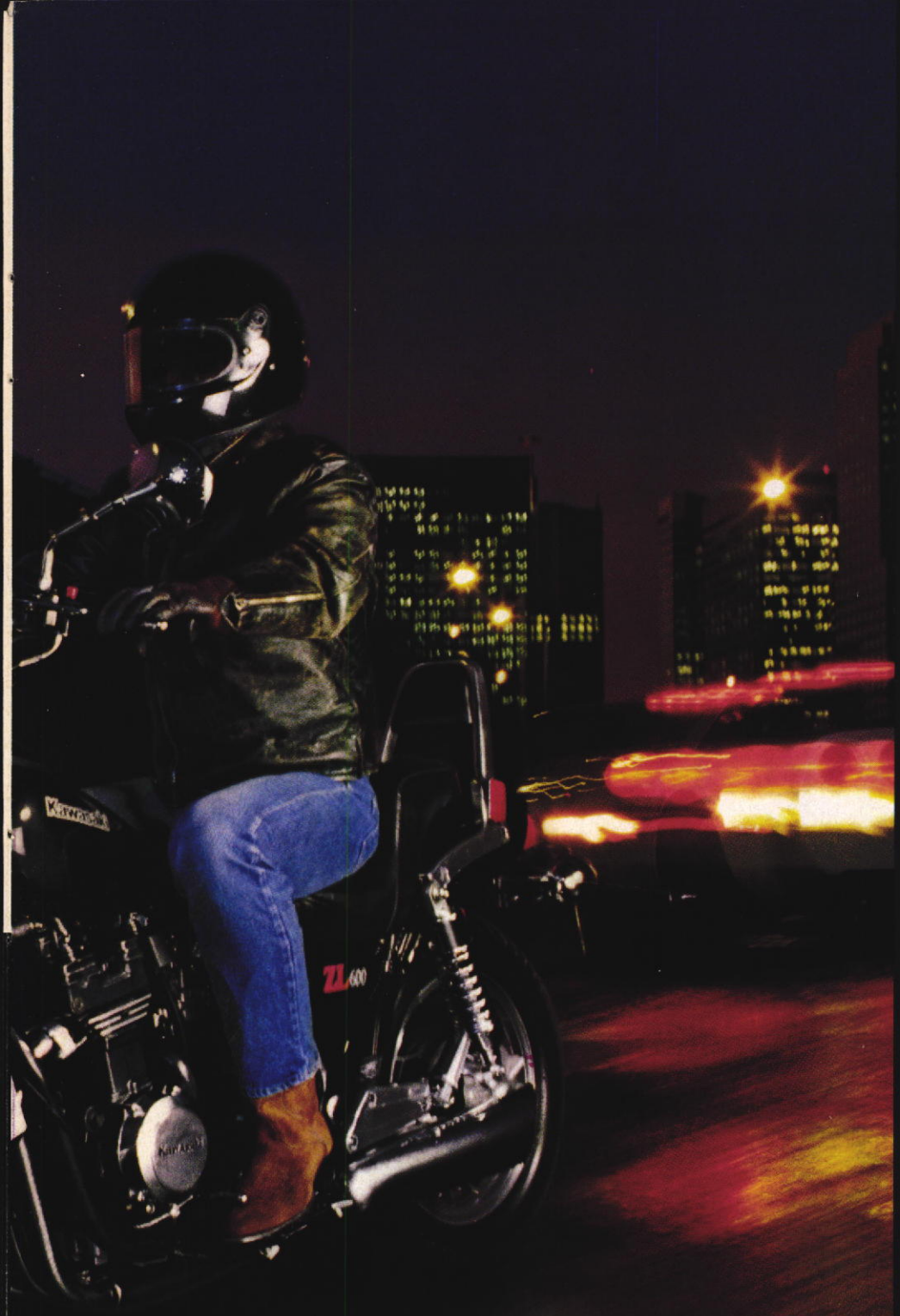

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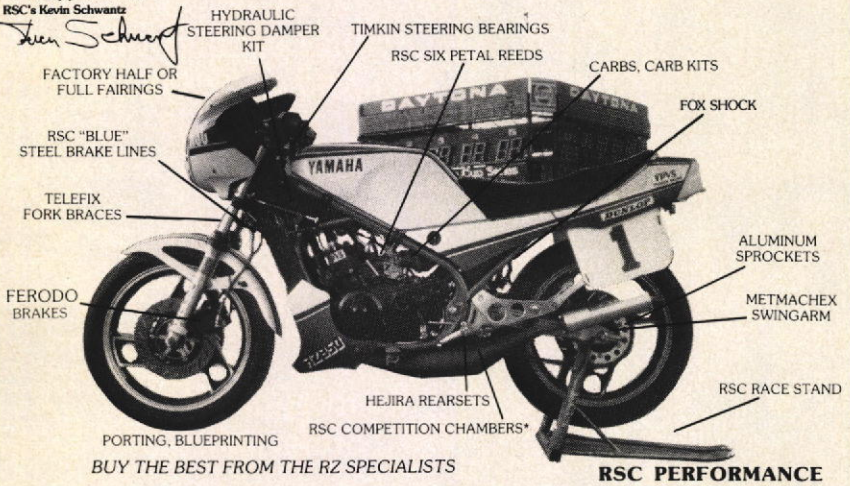

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Pit Bits

Ricky Graham, one of Camel's winners

Surrounded by a pack of smiles.

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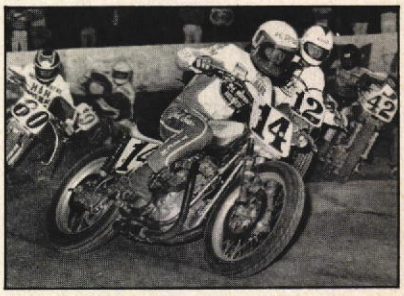

Hank Scott leads the pack at Sante Fe

When Winston was the sponsor.

Randy Goss, one of the Camel kings

He's won two CPS titles.

PHOTOGRAPHY © 1986 TOM RILES

• Smokin' Joe: Since the initial three-race Camel Pro Series in 1974, R.J. Reynolds Tobacco Co. has filtered nearly $2 million into AMA racing. This year's $275,000 pay-out for the 1986 Camel Challenge Cup ($100,000 to roadracing, $150,000 to flattracking, and a bonus $25,000 awarded to the Grand National Champion) puts the 13-year total earned by AMA racers to $1,819,000.

• Short record: By winning the Houston Shorttrack Feb. 9, Steve Eklund tied Kenny Roberts for most career Grand National Shorttrack wins. Both riders have five victories on the small oval tracks. For the record, Roberts won his first-ever AMA Grand National race at the Houston Astrodome Shorttrack in 1972. In addition, both riders have won two of their five career Shorttrack races at Houston.

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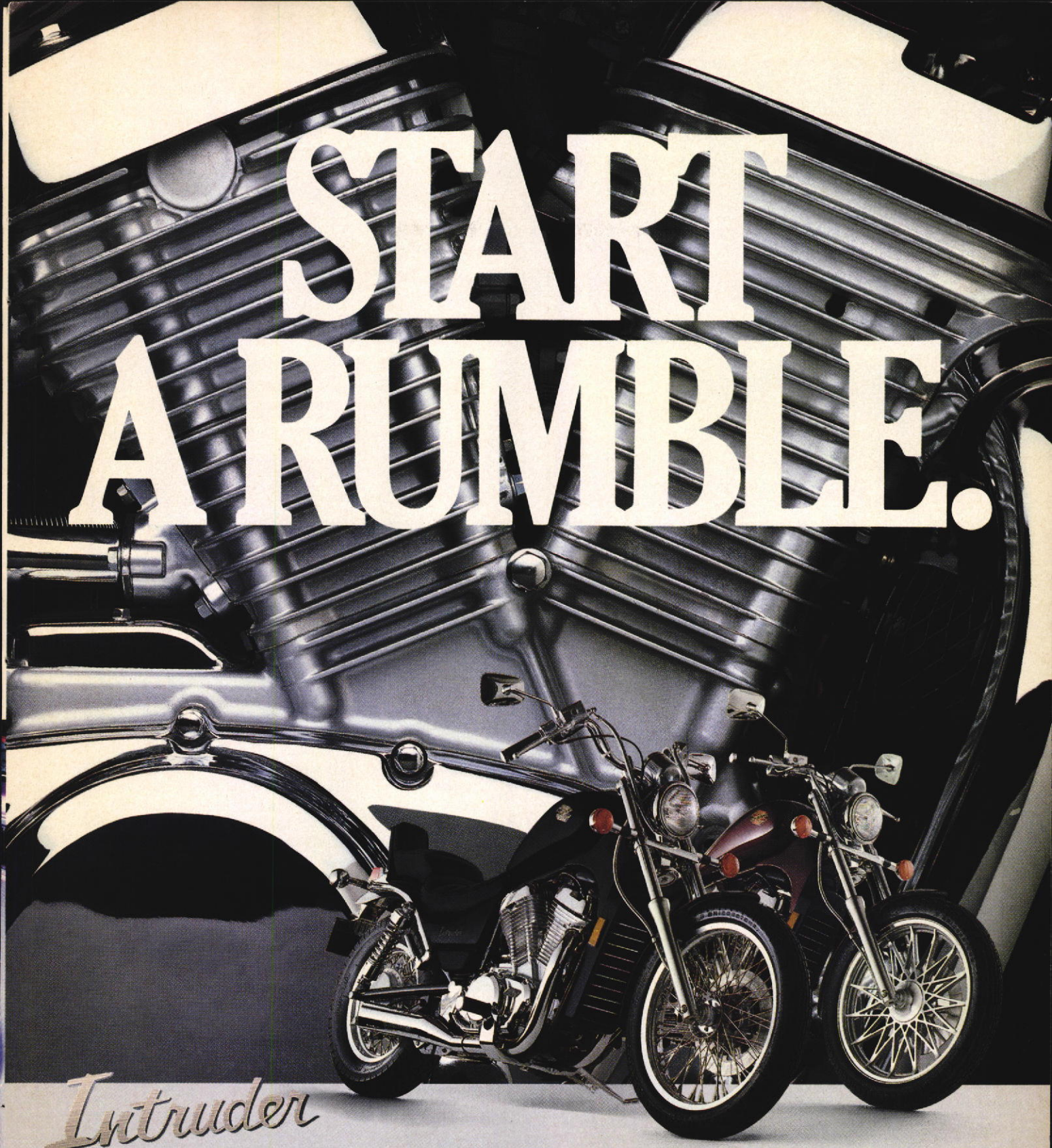

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Pit Bits

Roberts returns to Houston, 1980

Where it all began in '72.

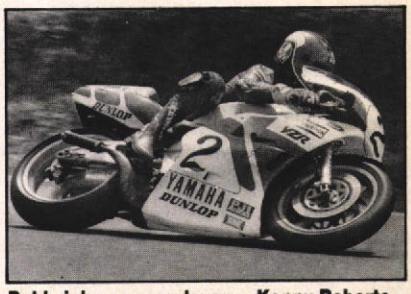
Roberts shorttracks the outside line

But Ronnie Jones (16) got the win.

• Baldwin closes in: While Roberts remains tied with Eklund for most career Shorttrack wins, he still leads the pack in roadraces; King Kenny has smoked the Camel Pro Series competition 18 times on pavement. Second is Mike Baldwin, with 16. Don't figure on Baldwin breaking Roberts' record this year, though, since he'll be competing on *Roberts'* Grand Prix team in Europe.

Baldwin has more F1 crowns than anybody

But he still hasn't topped The King.



Baldwin's new employer—Kenny Roberts

The Boss will race at Laguna Seca.

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MOTORCYCLE INDUSTRY COUNCIL, INC. MIC

Pit Bits

• Dunlop F2 radial: John Kocinski will have Dunlop radial tires fitted to his Yamaha TZ250 this season. According to sources, Yamaha had to make a special 4-inch-wide rear rim to handle the tire's width. Also, the TZ's aluminum swingarm was modified for the tire.

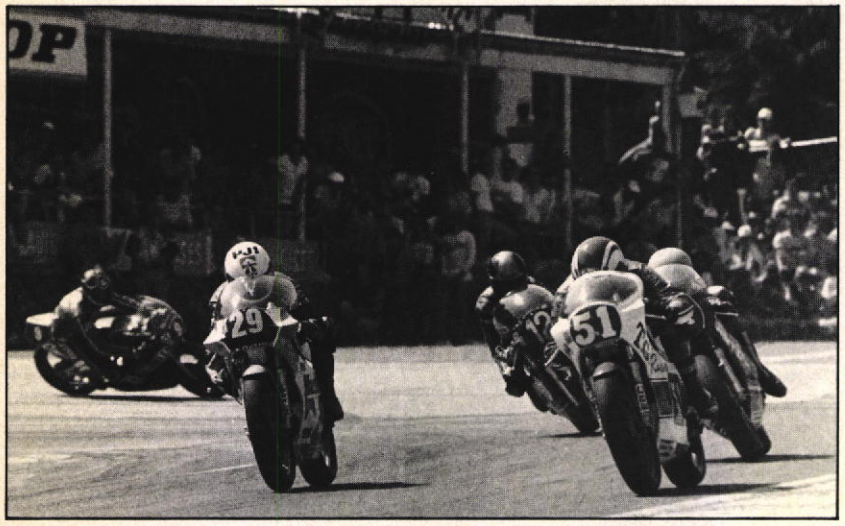
• Paris-to-Dakar: Honda-rider Cyril Neveu (France) won the 1986 Paris-to-Dakar Rally, riding an NXR750 vee-twin. Honda riders continued the sweep, placing second and third; Gilles Lalay (France) finished second on a similar liquid-cooled NXR, while Andreas Balestriere (Italy) was third on a Honda XR600R-based 630cc single.

• Supercoppers: Some of the fastest motorcycle cops in the world will be out in force at Willow Springs Raceway July 18–20 for a special international event sanctioned by the California Police Athletic Federation. The race is part of the Annual Police Olympics, which pits law enforcement officers from around the world in special athletic events. In this case, the officers will compete on Kawasaki Ninja 600s, supplied by the California Superbike School. Tickets for this fine event will not be supplied by the officers, but they can be purchased at the gate. For more clues, call Willow Springs Raceway, (805) 256-2471.

• Money: The real world of Grand Prix roadracing boils down to one word—money. Without it, a rider doesn't race. It's that simple. In an effort to gain more start money for riders *without* major sponsors, there has been talk of a rider's strike this season. Although there is no unified coalition binding the riders together, practically every GP rider—from defending 500cc World Champion Freddie Spencer, down to privateers such as Bernd Rossbach (Germany) and Gunter Schirnhofer (Germany) who tied for last place in the 80cc class—agrees that something must be done to increase the money paid to the riders. "Right now," Marlboro-sponsored Eddie Lawson said, "we're working for more start and prize money, especially for the guys without major sponsorship."

• A new start: Money isn't the only thing on Grand Prix riders' minds. There's also talk of pressuring the FIM into having live-engine starts for GPs. The current starting system is based on the age-old bump-start method; riders push their bikes on the grid until the engines fire, then accelerate past the start line for the race. Bump-starting has two major drawbacks: It scatters the pack at the very start of the race, eliminating some measure of close, interesting racing. More important, though, it's dangerous. A front row bike that is reluctant to start is a sitting duck to be center-punched by a backrow quick-starter. The AMA learned its lesson about dead-engine starts in 1970, after Ron Grant was seriously injured when he was hit from behind at the start of a race. It's time now that the FIM get in step with the rest of the world—safely in step.

• Quote Department: Having spent countless hours researching ways to combat the rising costs of liability insurance for race promoters, AMA's director of professional racing, Bill Amick, summed up the problem. "I don't think it will be solved until even lawyers can't get liability insurance, either," he said.



A pack of 250cc Grand Prix riders charge a turn at the Belgian GP

Without a pay raise, those riders might have to charge more than turns, too.

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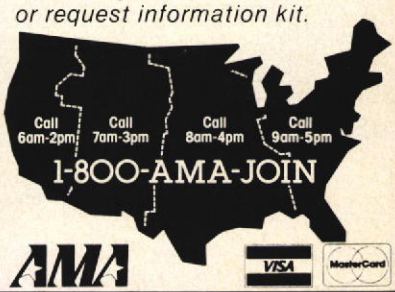

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Winners & Losers

Racing At a Premium

"Hello, Prudential. . . hello?"

• It's a fair bet that most professional motorcycle racers don't have adequate medical insurance—if any at all. As one insurance agent explained, it's not unusual for a company to exclude motorcycle racers from their medical and life coverage altogether.

"The reason is simple," State Farm agent John McMahan said, "motorcycle racers, especially professional racers, are considered high risks." Even if they *can* get major medical or life insurance, McMahan pointed out, chances are the policy will have a clause excluding coverage for racing injuries.

The medical costs can be astronomical, too. Wes Cooley found that out after his 1985 Sears Point crash. While the adding machines are still tallying up the total, Cooley estimates his expenses approached $100,000.

"I tried in '84 to get (major medical) insurance," Cooley said. "It would have been expensive." How expensive? His agent indicated that Lloyd's of London, a carrier specializing in hard-to-find coverage, would consider insuring a professional motorcycle racer for about $1500—per month.

PHOTOGRAPHY © 1986 PATRICK BEHAR

The realities of racing strike home after a rider crashes

When the best insurance policy is a good helmet and thick cowhide.

So Cooley, like practically every other professional racer in the AMA, had only that organization's $10,000 "catastrophic policy" to, excuse the term, fall back on. Also coming to Cooley's aid was the Pro Rider Benefit Fund, a non-

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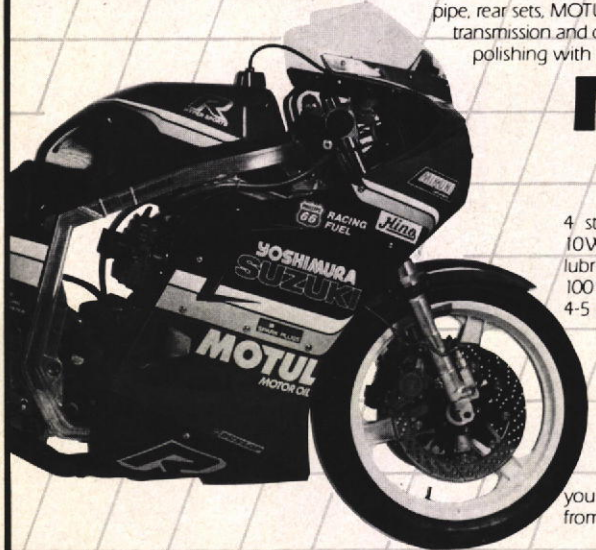

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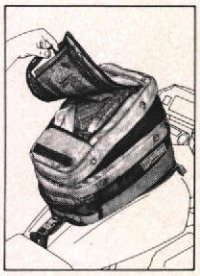

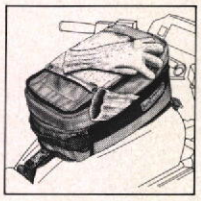

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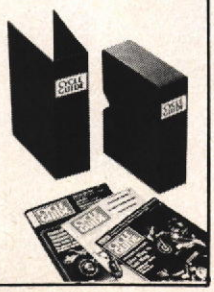

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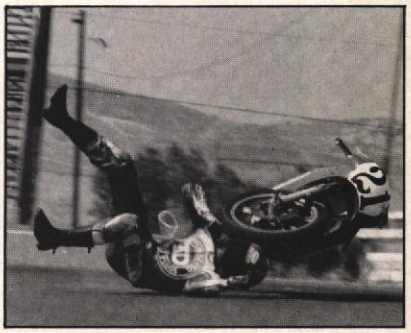
Winners & Losers

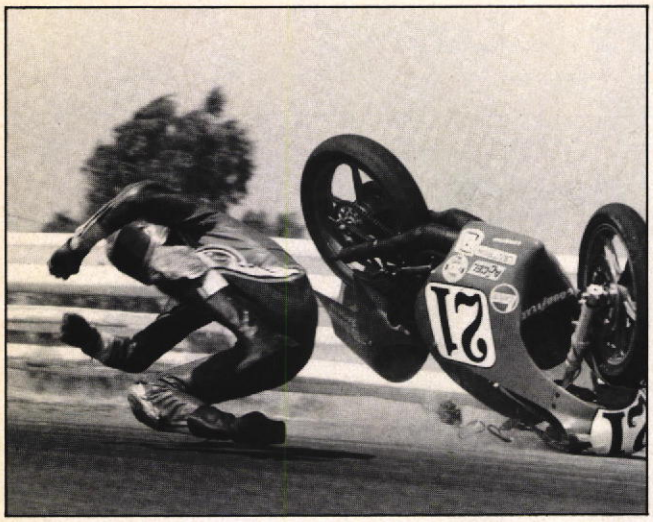
profit organization established several years ago to help riders offset their medical expenses incurred from racing. And Cooley needed aid.

"The Pro Rider Fund has been advantageous," Cooley said, "but you can't expect it to take up the slack every time." Indeed, the fund wasn't intended to do any such thing. The organization's president, Dick Hamer, points out that the fund was only intended to be a refuge when all else fails for an injured rider.

In the case of Danny Chandler, who faces permanent paralysis from a crash at a Supercross race in Paris, the fund paid half of his $14,000 medically supervised air fare back to Los Angeles. The French motorcycle publication "Moto Revue" covered the remainder, while the Dirt Diggers, a California-based motorcycle club, underwrote Chandler's ambulance expense from Los Angeles to San Jose, California, a $2600 proposition in itself. And it was only through those donations that Chandler could *pay* his expenses. Like most professional racers, he had to stretch his money to meet his business—in this case, racing—obligations. And he had no medical insurance.

But pro riders aren't limited to just the AMA's catastrophic insurance policy and the Band-Aid services offered by the Pro Rider Benefit Fund. There is a $50,000 policy available to them through the Professional Motorcycle Racers' As-





sociation (Box 22658, Indianapolis, Indiana 46222, [317] 299-3121), another non-profit organization.

The PMRA, organized in late 1984, is supervised by Brady Brooks, who serves as PMRA's executive director. Brooks also involves himself with the Championship Driver's Association (CDA), PMRA's equivalent in CART (Championship Automobile Racing Teams), one of the most prestigious auto-racing organizations in America.

Brooks is quick to point out that the PMRA isn't a riders' union intended to cause static for race promoters. "We have no allegiance to the fans or promoters," he said. In short, it is an association set up to serve the riders' financial needs as best it can.

Even so, the PMRA's members have, at times, vocalized their feelings for track safety and expressed opinions about certain race purses. But most of the 80 members last year concerned themselves with the PMRA's insurance policy. In Brooks' words, the policy offers "excess coverage" and works much like the AMA's policy. Once the injured rider has exhausted every other policy he has, *then* he uses the AMA's $10,000 coverage, which, according to Brooks, serves as the deductible for the PMRA's $50,000 cap.

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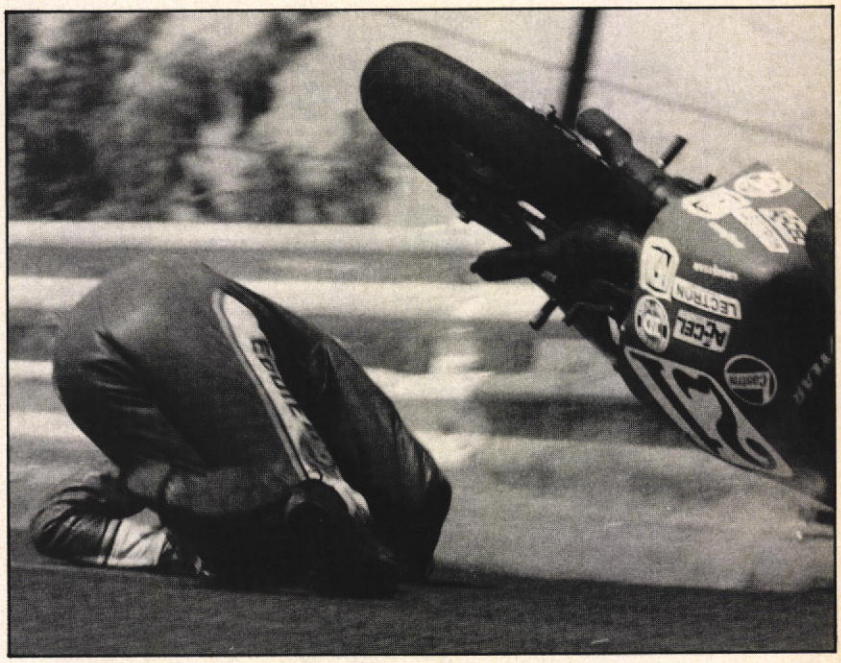
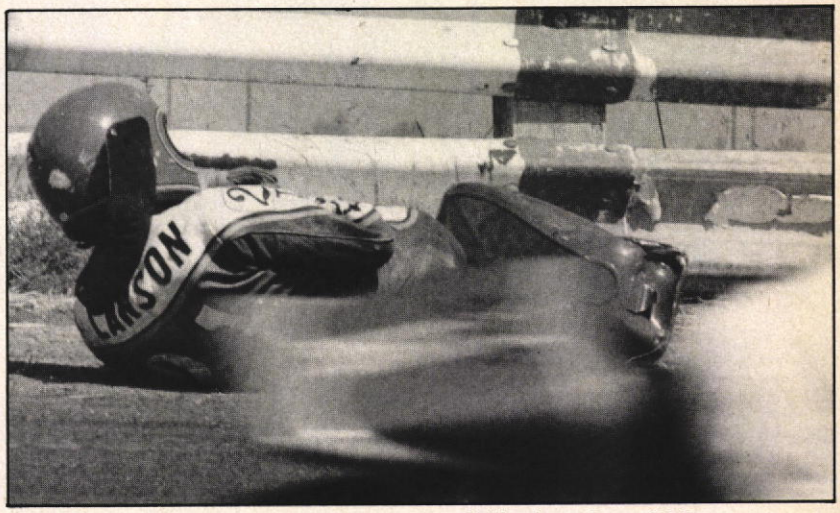
Winners & Losers



The insurance premium costs the PMRA member $375: After joining the PMRA for $100, a rider can sign up for the major medical policy (underwritten by All American Life Insurance Co., which has a similar arrangement with NASCAR, the leading stock-car sanctioning body in America) for another $275. Since it's a group insurance policy, Brooks says the more members who sign up, the better the odds that the underwriter will continue to work with the PMRA in years to come. "We're looking for about 200 members this year, which is about 35 percent of the AMA's pro-licensed riders," Brooks said.

As a comparison, the CDA has less than 60 members. Indeed, Brooks figures the PMRA will grow in numbers, once the riders begin to understand more about it. "Motorcycle riders seem to have an independent, show-me attitude," he said. "We knew this and figured it would take a couple of years to convince them."

With any luck, as the PMRA grows so too will awareness within the industry—race promoters, sanctioning organizations, sponsors, manufacturers, and even the spectators—about the growing insurance problem. It's something that concerns us all, because ultimately the riders are racing for us, as much as for themselves. *—Dain Gingerelli* ●



1984 World Champion takes a tumble in a southern California roadrace, 1979

Lawson suffered a hip and leg injury, but it could have been a lot worse.

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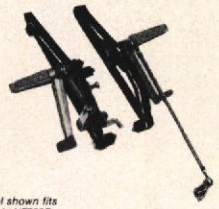

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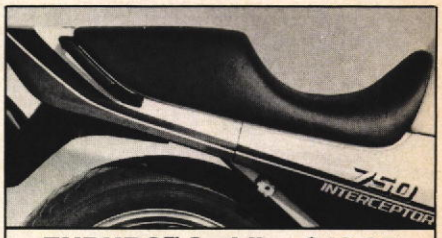

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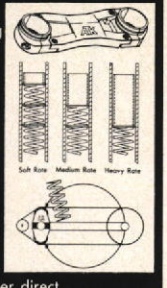

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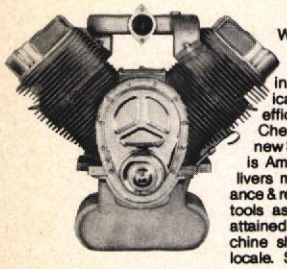

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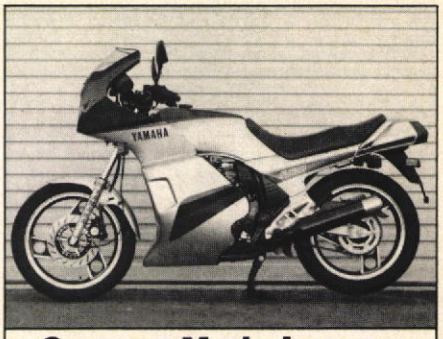

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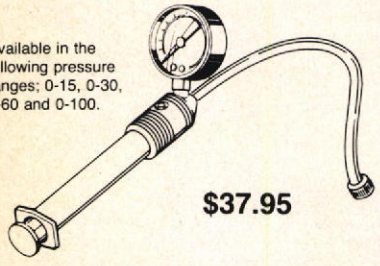

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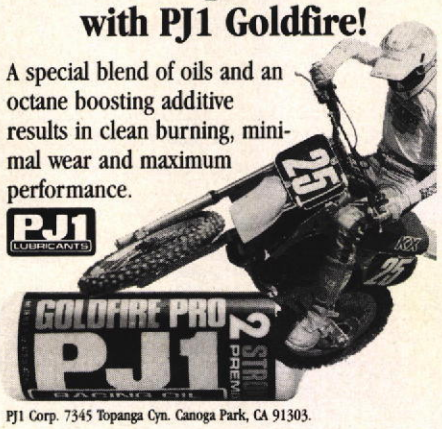

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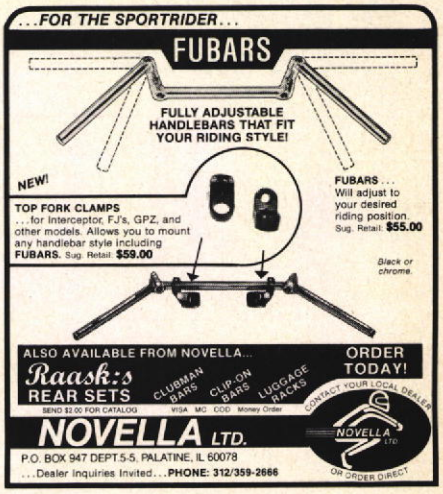
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Enduro Motorsports ... 120
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Expert Cycle ... 122
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Arthur Fulmer ... 82
Grab-On ... 42
Grand National Championships ... 89
Hang 2 ... 120
Harley-Davidson Motor Co. ... 14-15,56-57
IRC ... 90
K & N Engineering ... 35
Kal-Gard ... 103
Kawasaki Motor Corp. ... 6-7,59-66,108-109
Keim of America ... 42
Kerker Exhaust ... 112
Dennis Kirk ... 106
Klotz ... 120
Kryptonite Bike Lock Corp. ... 119
Kutter Products ... 119
KV Products ... 121
Langlitz Leathers ... 120
Lazer ... 4,95
M.A.P. Cycle Ent. ... 119
Midwest Action Cycle ... 122
Midwest Knife Co. ... 121
Millis Cycle ... 119
Moore's Cycle Supply ... 122
Motorace ... 50-51,104
M/C Mechanics Institute ... 83
Motorvation Eng. ... 119
Moto-X Fox ... 119
National Cycle ... 55
Neptune Fireworks Co., Inc. ... 121
Nissan Motor Corp. USA ... 74-75
Norris Cycle Products ... 119
No. Amer. School of M/C Repair ... 118
Nostalgia-Cycle ... 121
Novella Ltd. ... 120,121
PJ1 Corp. ... 121
ProMan ... 52
Pyro-Sonic Devices Corp. ... 120
Racers Supply ... 119
R.C. Engineering ... 119
Richter Perf. Systems ... 121
Rick's Tricks ... 122
R.J. Reynolds/Camel ... 73
R.J. Reynolds/Salem ... Cov.4
R.J. Reynolds/Winston ... 97
RK Chain ... 21
RSC Performance ... 110
SBS Brake Pads ... 113
Seattle Filmworks ... 118
Shoei Safety Helmet Co. ... Cov.3
SMC Corp. ... 121
Spartan Clothing Line ... 9
Star Cycle Accessories ... 85
Summit Industries ... 110
SuperTrapp ... 92
Targa Accessories, Inc. ... 71
Telefix ... 121
TourMaster ... 115
Tracy Fairings ... 102,120
Union Cycle Salvage ... 119
U.S. Suzuki Motor Corp. ... 5,111
V & H Custom Cycle Inc. ... 119
Vance & Hines ... 55,117
Vetter Products ... 72
Web-Cam, Inc. ... 119
Wiseco Piston Inc. ... 83
Yamaha Motor Corp. ... 32-33,105
Yoshimura R&D of Amer. ... 114
Y.P.D.I. ... 84
Yuasa General Battery ... 46

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